

NEC Re-elects 3 Corporate Officials

MAXWELL AFB, Ala.—Election of the national legal officer, national finance officer, national controller, appointment of three wing commanders, 12 interim wing commanders and 36 permanent wing commanders, highlighted activities at the recent meeting here of the National Executive Committee.

Brig. Gen. Lyle W. Castle, CAP, a former national board chairman, was reelected national legal officer; Brig. Gen. Paul W. Turner, CAP, also a former national board chairman, national finance officer and Lt. Col. Kelly S. Neely, CAP, national controller.

Promoted to colonel and named new wing commanders were Gerald M. Tartaglione, Ohio; Ben D. Silko, Wisconsin and Palmer M. Kikland, South Dakota.

Named interim wing commanders were Lt. Cols. Lee F. Smith, Alabama; Max Fountain, Colorado; George W. Falkner, Idaho; Col. Fred M. Wood, Indiana; Lt. Cols. Robert A. Graybill, Iowa; Ernest M. Green, Kansas; Carl J. Platter, Massachusetts; Roy G. Loughary, Oregon; Joseph L. Cromer, Texas; Ronald R. Kelso, Wyoming; Donald N. Fulton, Montana and H. George Burnley, Vermont.

Elected permanent wing commanders were Cols. James E. Carter, Alaska; Bob E. James, Arkansas; Howard Brookfield, California; Louisa S. Morse, Delaware; Robert C. Owen, Florida; Harry M. Harkins, Georgia; Eugene A. Kerwin, Hawaii; Arthur P. Schneider, Illinois; Richard R. Dooley, Kentucky; Alvin S. Rouse, Louisiana; Richard T. Davis, Maine; Willard D. Gilbert, Maryland; Charles W. Klann, Michigan.

Gerald M. Quinn, Minnesota; Charles E. Montana; Robert Stavneah

Landes, Nevada; Donald R. DeFoe, New Hampshire; Walter M. Markey, New Jersey; W. Dale Parsons, New Mexico; Jess Strauss, New York.

David R. Ellsworth, North Carolina; Richard A. Salsman, North Dakota; Gerald M. Tartaglione, Ohio; A. A. Milano, Pennsylvania; Clara E. Livingston, Puerto Rico; Edgar M. Bailey, Rhode Island; John R. Raylor, South Carolina; Palmer M. Kikland, South Dakota; Marvin S. Donnaud, Tennessee.

Thomas C. Jackson, Utah; Arlie G. Andrews, Virginia; Robert A. Gobei, West Virginia; Stephen E. Mills, Washington; and Ben D. Silko, Wisconsin.

During the meeting National

Board Chairman Brig. Gen. Samuel H. du Pont Jr. presented General Castle the first bronze clasp to the CAP Distinguished Service medal and his congratulations and the second bronze clasp to the same medal to Col. William M. Patterson, newly elected vice-chairman of the national board.

Castle earned the award for his services as national legal officer while Colonel Patterson won his award for his services as commander of Middle East Region.

Other items on the agenda included discussion of the General Aviation Membership, a bookstore briefing, safety report, and a report on CAP high frequency reassignment.



CIVIL AIR PATROL
U.S. AIR FORCE

NEWS

VOL. 3, NO. 1 MAXWELL AFB, ALA. JANUARY 1971

Corporation Contracts For Answering Service

MAXWELL AFB, Ala.—Civil Air Patrol will speak with a new, louder voice in the future, thanks to the introduction of a nationwide direct dialing service being inaugurated this month.

The new system will provide a centralized answering service to queries on Civil Air Patrol in response to specialized advertisements placed by the corporation in a number of national publications.

In announcing the new service, Col. Fred W. Luterhand, USAF, deputy chief of staff for personnel, explained that effective with the February 1971 issues, advertisements in three national flying magazines will include a telephone number available on a 24-hour-a-day basis for any individual interested in seeking information on the Civil Air Patrol.

Individuals desiring information on Civil Air Patrol will be able to call toll-free from any point in the continental United States by dialing 800-553-9550 (in Iowa, (Continued on Page 2)



DECORATED—Col. William M. Patterson, CAP (left), recently-appointed vice chairman of the National Board, receives the second bronze clasp to CAP's Distinguished Service Medal at recent ceremonies at National Headquarters. Brig. Gen. Samuel H. duPont Jr., CAP, chairman of the national board, presents the Cockeysville, Md., businessman, the award he earned for services as commander of CAP's Middle East Region. (Air Force Photo)

Hawaii Wing Leads In SARCAP Mission

MAXWELL AFB, Ala.—The Hawaii Wing, commanded by Col. Eugene A. Kerwin, recorded a major portion of Civil Air Patrol's nationwide search and rescue operations in the first 11 months of 1970. During this period, search and rescue teams

from the 50th state were credited with 13 saves, according to the director of CAP Emergency Services.

The Hawaii Wing logged 74 missions, 90 sorties and 155.5 flying hours and utilized 59 aircraft. The wing recorded finding 15 other SAR objectives and rendered assistance on 90 other occasions.

Some 415 CAP personnel were engaged in these operations and these were supported by 129 fixed communications stations and 89 mobile communications outlets.

The wing was praised for its professional skill, flying abilities and services by several agencies and individuals involved in SAR activities.

Rear Admiral P. G. Prins, U.S. Coast Guard's Central Pacific search and rescue coordinator, in a letter to Colonel Kerwin, wrote:

"Your willing response to our request for assistance in (Continued on Page 5)

Book Store Lists Emergency Gear

MAXWELL AFB, Ala.—The Civil Air Patrol Educational Materials Center (Bookstore) here plans to offer emergency locator beacons and VHF visual indicating receiver equipment to members and local units. Equipment will be ordered through the bookstore and sent direct from the factory.

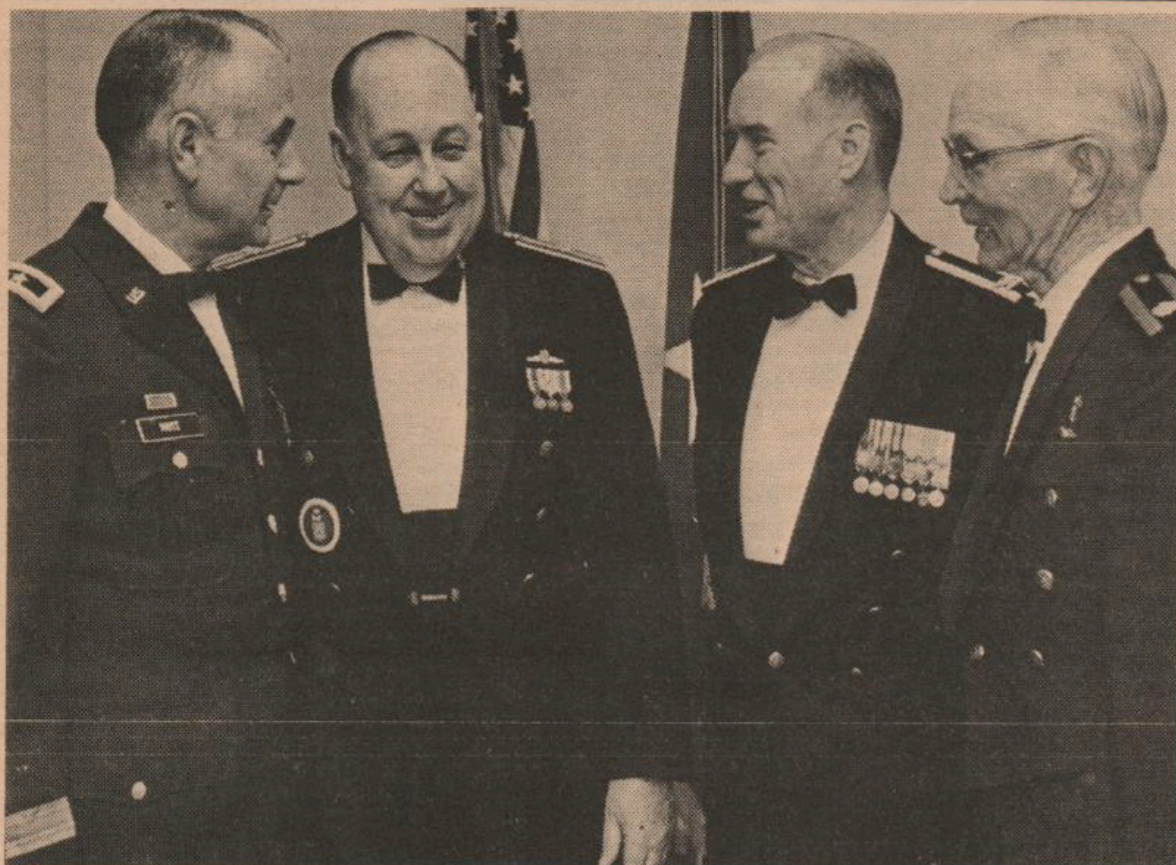
The special reduced prices are available only to CAP members and units.

As the single organization most concerned with search and rescue and believing in the importance and future capabilities of electronic search, CAP is taking the lead in equipping its aircraft with emergency locator beacons.

Three emergency beacon transmitters will be available, offering different performance (Continued on Page 15)

HONORARY MEMBERSHIP GIVEN—NASA Astronaut Alan L. Bean, the fourth man to walk on the moon, receives honorary membership in Civil Air Patrol from Brig. Gen. Richard N. Ellis, USAF, national commander. He received his membership certificate at a ceremony at the National Aeronautics and Space Administration's Manned Spacecraft Center in Houston. A member of the Apollo 12 crew, Bean also received a copy of the CAP Cadet Recruiting Film in which he appears. See related story on Page 3. (Air Force Photo by MSgt. Bill Bond).

Kysor Becomes New Business Member



HONORED FOR SERVICE TO CAP—Brig. Gen. F. Ward Reilly (second left), former national board chairman, receives the well-wishes of Maj. Gen. H. B. Mott, (left), Tennessee ANG's adjutant general; Col. Joseph L. Sullivan, USAF Ret., former Sewart AFB commander; and Chaplain (Lt. Col.) Luther M. Smith, CAP, Tennessee Wing chaplain, at a recent dinner in his honor. Civic dignitaries, military leaders and CAP corporate officers joined members of the Tennessee Wing to honor General Reilly on his retirement from CAP service. (Photo courtesy of The Nashville Banner)

Tennesseans Salute Ex-Chairman With Dinner Party in His Honor

CHATTANOOGA, Tenn.—Brig. Gen. F. Ward Reilly, former national board chairman of Civil Air Patrol, was guest of the Tennessee Wing at a retirement dinner party in his honor recently at The King of the Road Motor Inn at Nashville. Col. Marvin S. Donnaud, Tennessee Wing commander, was the host.

Civic dignitaries, military leaders and Civil Air Patrol corporate officers joined members of the Tennessee Wing in offering a salute to General Reilly on the occasion of his retirement from active Civil Air Patrol duty.

Among those attending were Brig. Gen. Richard N. Ellis, USAF, CAP's national commander; Brig. Gen. Samuel H. du Pont Jr., CAP, national board chairman and General Reilly's successor, Brig. Gen. Paul W. Turner, CAP, national controller and Col. Theodore Limmer, CAP, Southeast Region commander.

Maj. Gen. Hugh B. Mott, Tennessee Air National Guard's

adjutant general, represented Tennessee Gov. Buford Ellington at the gala affair and presented General Reilly a commission as colonel on the governor's staff. A former commanding general of the 30th Armored Division, Mott is the chairman of the CAP

Sponsorship Committee for Group V, Nashville.

At the close of ceremonies, Colonel Donnaud presented General Reilly an engraved silver champagne bucket as a gesture of appreciation from the members of the Tennessee Wing.

Corporation Contracts For Answering Service

(Continued from Page 1)

individuals should call 319-242-1867-COLLECT. The operator will determine the caller's name and location and direct him to the CAP unit nearest him. The operator will provide the caller with the name of the unit commander, when and where the unit meets and the telephone number of the commander. The company will furnish the caller's name and address to the appropriate wing headquarters each month for follow-up.

Colonel Lucterhand explained that for the past two months his office has been conducting a program to update information on all units so that callers can be given the name and address of the unit nearest to their home, along with other data that will be of use to them.

He emphasized that most units have responded to the Nov. 19, 1970 letter on records update extremely well. There are a few, however, who have not and should do so immediately to

insure that individuals using the new telephone answering service are given current information.

"This should greatly aid in our membership recruitment program" Colonel Lucterhand said, "and all units should make every effort to respond in a timely manner to contacts from individuals referred by the answering service."

Items requested for the unit records update include: charter number, unit name, unit address, meeting address, when meetings held, time of meetings, unit commander's name and unit commander's telephone number.

Changes in this information should be reported to National Headquarters promptly on Form 27, Organization Action, so that the answering service will be able to provide correct information.

Besides responding to queries the Nielsen Service will provide national and wing headquarters with the names and addresses of callers for further follow-up action.

MAXWELL AFB, Ala.—Kysor Industries Corp., an automotive parts manufacturer, recently became the second business firm in the nation to join Civil Air Patrol, under a new Business Membership program.

The Cadillac, Mich., firm, of which Raymond A. Weigel is president, manufactures truck cab air conditioners, radiator units, ventilators, and other automotive parts. The firm operates two corporate aircraft.

CAP's new business membership program, launched only recently, is designed to enable business firms which operate their own aircraft to help sustain Civil Air Patrol's volunteer, humanitarian activities such as air search and rescue; assistance in periods of local or national emergencies such as floods, hurricanes, tornadoes, or man-made disasters; cooperation with Civil Defense; and CAP's youth-oriented aerospace education program.

Kysor Industries Corp. joined CAP for five years.

Eight other business firms also joined Civil Air Patrol's business membership program.

Added to the list were: Twin Disc, Inc., Racine, Wisc.; Buckeye Pipe Line Co., New York; U. S. Aviation Underwriters, Inc., New York; The Youngstown Cartage Co., Youngstown, Ohio; Thriftway Supermarkets, Inc., Cincinnati, Ohio; Michigan Wisconsin Pipe Line Co., Detroit, Mich.; World-Wide Volkswagen Corp., Orangeburg, N.Y.; and Financial Carriers, Miami, Fla.

Cadets Must Write Essay In Test

MAXWELL AFB, Ala.—The moral leadership portion of the Spaatz award examination (Part III) this month will become a written essay not exceeding 500 words, officials here disclosed.

A cadet taking this examination will receive an hour to organize his thoughts and complete the essay and the essay subject to be supplied in the test packet will be made known only to the testing officer before the examination.

The testing officer will inform the cadet of the subject for the essay only at the beginning of the examination and the completed work will be returned with the other three parts of the examination.

The Chaplain's Office staff at CAP's National Headquarters will review and evaluate all essays, officials announced.

The essayist may take any position he wishes on the assigned subject and his views will be held confidential by National Headquarters.

CAP First At Crash

LAKE GEORGE, N.Y.—A Civil Air Patrol land rescue team was first on the scene of a recent crash in upstate New York. The plane, a six-passenger Cessna was piloted by 31-year-old Harvey Shaw of Aurora, Ill., who was alone in the craft. He died in the crash.

Col. William F. Smith, commander of New York Wing's Sector Four, reported that the wings of the plane had folded as it skimmed the tree tops, seconds before it slammed into a remote mountain peak and exploded about 70 miles north of Albany.

The pilot was en route from Burlington, Vt., to Buffalo, N.Y. at the time of the accident. It was carrying cargo at the time.

Former Cadet Earns DFC

KANSAS CITY, Mo.—Air Force Sgt. Warren H. Bailey Jr., a former Civil Air Patrol cadet in the Missouri Wing until he joined the service, has received the Air Force Distinguished Flying Cross for duty in Southeast Asia.

Sergeant Bailey earned the medal for extraordinary achievements during aerial flight over the period Oct. 28, 1968 to Aug. 5, 1969 as a loadmaster of an AC-47 aircraft. He was cited for extraordinary achievement in his duties at Bien Hoa AB, Republic of Vietnam, during which he flew on extremely hazardous missions through adverse weather conditions and under constant threat of hostile ground fire and attack.

He was also commended for bravery, energetic application of his knowledge and skill which significantly contributed to the overall mission of the United States in Southeast Asia.

Sergeant Bailey is presently assigned to Forbes AFB, Kans.

Seminar Planned In Spain

GARDEN CITY, N.J.—The Northeast Region-sponsored 1971 CAP Flight Safety Seminar Trip to Southern Spain has been scheduled for May and will be held at the Atalaya Park Hotel in the Costa Del Sol area on Spain's Mediterranean coastline, announced Col. Edwin Lyons, CAP.

The trip will begin with departure May 1 from New York and terminate May 9. Lt. Col. Dorothy L. Welker, CAP, Northeast Region information officer, has been named project officer.

Garden City Unit Wins Wing Award

GARDEN CITY, Kans.—Garden City Composite Squadron was named Outstanding Squadron of 1970 in the Kansas Wing.

Capt. Dave Schneider, squadron commander, received a trophy for his squadron from Wing Commander, Lt. Col. Ernest Green at the wing's dining in recently at Wichita.

Increased IACE Participation Seen



ASTRONAUTS VISIT—Apollo 11 Mission Astronaut Col. Edwin (Buzz) E. Aldrin Jr. signs an autograph for C/Maj. Marie E. Stutz, Squadron 102 cadet commander. He met the CAP cadet after speaking at a ceremony at Washington Crossing State Park, Penn., in December. (CAP Photo by WO Juan M. Garcia)

MAXWELL AFB, Ala.—Civil Air Patrol will host 250 aviation-minded youths representing 26 foreign countries, planning to visit the United States this summer in the 1971 International Air Cadet Exchange program.

The youths and their escorts will arrive July 20 and return to their homelands August 9 after touring the nation.

A wing cadet special activities selection board will meet between now and Feb. 15 to select cadets in their units to participate in the exchange.

These applications will then be forwarded to the region commander for evaluation and later sent to National Headquarters.

National Headquarters will select the senior members for IACE escort duty on the same basis as last year and notify them of the country they will visit by Mar. 15. Appointed by the national commander, Brig. Gen. Richard N. Ellis, USAF, the board will include one member of the National Executive Committee.

"Although we wish we could send all senior members on the IACE, there are not enough spaces for everyone who applies for this activity," officials at National Headquarters stated.

They asked however that if the individual is not selected for the IACE escort duty that he or she consider participating in another cadet special activity.



REWARDED FOR SERVICE—Brig. Gen. Lyle W. Castle, CAP, (right), recently reelected national legal officer, receives congratulations from Brig. Gen. Samuel H. du Pont Jr., CAP, national board chairman, who presented him the CAP Distinguished Service Award (first bronze clasp) at ceremonies at Maxwell. A former national board chairman, Castle won the award for his service from 1969 to 1970 as the corporation's national legal officer. He is judge of the Court of Common Pleas of Hamilton County, Ohio. (Air Force Photo)

No Changes Forecast in Program

400 Cadets Are Eligible For Training

MAXWELL AFB, Ala.—Some 400 Civil Air Patrol cadets will have an opportunity to participate in flying training this year, leading to a solo rating and 110 will undergo training at National Headquarters-sponsored cadet flying encampments for their private pilot's license, officials at CAP's National Headquarters recently announced.

There are no major changes planned this summer in the training program as requirements in both the solo and license programs remain the same as last year's.

Wings may conduct or contract for the solo flying program that consists of approximately 15 hours of instruction in flight. Approximately 11 hours will be devoted to dual instruction and the remainder to solo flying.

National Headquarters will sponsor the licensed pilot program by selecting contract schools to provide the flight instruction during the four-week time period of the activity, officials disclosed.



NEW MEMBER PROMOTED—Mrs. Trudy O. Cooper, wife of former astronaut L. Gordon Cooper receives a Civil Air Patrol brochure from Brig. Gen. Richard N. Ellis, USAF, CAP's national commander, at a ceremony in Texas recently. During the ceremony she also received a new CAP membership card, captain's bars and information material on the organization. A former member of CAP, Mrs. Cooper has renewed her membership and will work in the cadet aerospace education program. (Air Force Photo by MSgt. Bill Bond)

Astronaut Receives Honorary Membership

HOUSTON, Tex.—Civil Air Patrol gained an illustrious member in December when Astronaut Alan L. Bean, the fourth man to walk on the moon, received a certificate of honorary membership in CAP. Air Force Brig. Gen. Richard N. Ellis, CAP national commander, presented the certificate here at the National Aeronautics and Space Administration's Manned Spacecraft Center.

Honorary membership recognizes Bean's assistance in the production recently of a CAP film designed for recruiting teen-age cadet members. He also received a copy of the film.

Bean was a member of the Apollo 12 crew, the second group of American astronauts to land on the moon.

At the ceremony, General Ellis also presented a new CAP membership card, captain's bars and CAP information material to Mrs. Trudy O. Cooper, wife of former astronaut L. Gordon Cooper. A former member of Civil Air Patrol, Mrs. Cooper has renewed her membership and will work in the CAP Cadet Aerospace Education Program.

Astronaut Bean, whose hometown is Fort Worth, is a Navy captain, having earned his commission through ROTC. Before becoming an astronaut, he was a Navy test pilot and has flown at least 27 different type aircraft—plus the Apollo spacecraft.

He was one of the third group of astronauts selected in 1963. Before Apollo he was backup

command pilot for the Gemini 12 mission.

He is married to the former Sue Ragsdale of Dallas and is the father of two children.

Mrs. Cooper, a native of Seattle, Wash., served in CAP in the late 1940s in Hawaii where she met her husband. At that time they were both students at the University of Hawaii.

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NEW FEMALE BERET \$7.95

REVERSIBLE TANKER JACKET

Sage Green to Orange **\$14.95**

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Salt Lake City, Utah 84111

From the commander . . .

A Major Breakthrough

by Brig. Gen. Richard N. Ellis, USAF

We had a fine group of wing liaison officers and administrative sergeants with us in mid-December for a two-day orientation. These are always important conclaves, but this gathering was especially significant.

At the opening session, it was my pleasure to welcome our new CAP Assistance Officers. Their presence heralds a major breakthrough in an area which has plagued CAP-USAF operations for a long, long time.



These officers are assigned under a new plan known officially as the "Major Command Assistance for Civil Air Patrol Liaison Mission." It was launched Oct. 5, 1970 by a letter from the Air Force Vice Chief of Staff, Gen. John C. Meyer. The second paragraph in this milestone correspondence concisely outlined our problem and how it was hurting both sides of the CAP-USAF structure.

Let me quote it for you:

"Liaison Officer manning at Civil Air Patrol Wing Level presently stands at 32.7 percent of that authorized. This deprivation is seriously impairing the capability of Civil Air Patrol to provide needed support to the Air Force and denying it authorized assistance as a civilian auxiliary of the Air Force."

MAJOR AIR COMMAND RESPONSE

This letter went to commanders of six major air commands: SAC, AFSC, MAC, TAC, AFLC, and HQ COMD. Their response was both immediate and enthusiastic. At present, 14 officers are assigned as CAP Assistance Officers on an additional duty basis.

Now, let me give you some specifics. CAP wings to which CAP Assistance Officers are now assigned include:

Connecticut	Arkansas
Kansas	Massachusetts
New Jersey	New Mexico
Rhode Island	Wyoming
New Hampshire	Maryland
Arizona	Indiana
Alabama	Ohio

IMPRESSIVE CREDENTIALS

These officers are mature, experienced, and capable career professionals. Additionally, each of them:

- Is a rated pilot.
- Has at least one year remaining in present assignment.
- Serves in grade ranging from senior captain to lieutenant colonel.
- Will be available a minimum of 30 per cent of normal duty time to work on CAP activities.

WITH FINGERS CROSSED

While very grateful for this latest example of top-level USAF support, we are still keeping our fingers crossed for additional officers.

Until that time, many of our administrative non-coms will just have to tighten their belts another notch and continue to wear two hats. As I told our visitors, these sergeants are a very special breed, holding down one of the most unique and demanding jobs in the non-commissioned officer's corps.

They are doing a great job and, thank Heaven, we've got them. But the harsh truth is that our administrative/Liaison sergeants have a full time responsibility doing their own work.

Now some of them are getting help and we hope to have more assistance officers assigned in the future.

I can assure you that continued and possibly enlarged assistance depends on how well we get the program rolling. There's no doubt in my mind that the people directly involved - assistance officers and administrative sergeants - will be doing their part.

... But they are just two of the component ingredients in this successful formula. The third - and most vital - ingredient are Civil Air Patrol units and their individual members.

I urge each of you to give your full cooperation counsel, and experience to insure that our new Assistance Officers are effectively used.

Chairman's comments . . .

New Look in Training

by Brig. Gen. Samuel H. duPont Jr., CAP

Last month, General Ellis discussed CAP's long relationship with Civil Defense and described how that affinity was strengthened in the past year.

I want to add a few thoughts on the subject in an area that is perhaps the most important - certainly the most pressing - requirement in CAP's Emergency Services programs today.

I'm talking about training!!

There is an urgent need to place trained Mission Coordinators (MCs) in state and local CD Emergency Operations Centers (EOCs). I would encourage these dedicated members to attend the Civil Defense Orientation/RADEF course. This would qualify them to accept assignments within Civil Defense Emergency Operations Centers where operational contingencies are planned, coordinated, and implemented.

Plans had been made to introduce a region level SAR school to upgrade pilots and observers to mission coordinator status. However, due to a personnel shift at the National SAR School, this must be postponed to 1972. New mission coordinators are desperately needed for assignments to SARDA airports during emergencies. I urge wing training officers to give primary consideration to this pressing requirement.

These CAP roles - both airborne oriented - are especially effective when complemented by equally well-trained ground support personnel. In particular, it is essential that we have many CAP personnel trained as disaster control coordinators. Such training is readily available at the American Red Cross sponsored encampment.

I believe this concept will give CAP an all-around, professionally recognized, capability to respond to any emergency.

We are making plans to implement professional senior encampments which will feature courses in two primary areas of influence; Civil Defense, Disaster Relief.

These courses will begin next summer on a regional basis. The faculty is outstanding because they are the best in the business - and they're from the staff of each agency involved.

*Civil Defense Regional and State Training Staff

*Members of the Red Cross Area Disaster Teams

Personally, I have high hopes for this training concept. It has been carefully developed while keeping a wary eye on all factors which could upset our appercept. That's why two big hurdles were considered in the planning and we think the solutions have been written into this new look in CAP training.

The hurdles - personal expense and airlift - are not new. They've existed since CAP was born. But right now - in our period of super austerity combined with critical airlift shortages - the chronic problem is painfully acute.

Both obstacles are substantially alleviated - if not eliminated - by bringing this professional training to the region level.

It's a great idea! All it needs now is your continued dedication and support.

-and since CAP has always had that . . . how can we miss?!!!

CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

National Commander Brig. Gen. Richard N. Ellis, USAF
National Board Chairman Brig. Gen. Samuel H. duPont, CAP
Director of Information Lt. Col. John W. Miller, USAF
Chief, Internal Information Capt. Mervyn E. Roberts, Jr., USAF
Editor TSgt. John J. Lyons, USAF

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JANUARY 1971

Outlook . . .

Morality from Within Vitrally Important

by Chaplain (Col.) Vincent C. Merfeld, USAF

The thoughts of William H. Stringer in his editorial in the "Christian Science Monitor" in July are so timely I will summarize them for the benefit of all of Civil Air Patrol.



We hear much today about the crisis in morality. All about us we see and hear that many of the principles we once held near and dear are being called into question. Sexual restraints are practically gone. Pornography is a billion dollar business.

Fewer people attend church, or at least we get that impression. Violence is recommended as good citizenship by extremists. Pot smoking and drugs are extolled as a way to peace amid the perplexities of today's world.

Many Deeply Affronted

On the other hand, there are many people who are deeply affronted by the moral

permissiveness of the times. According to a recent survey, 40 per cent of Americans attend church regularly. And according to the same survey, some \$17 billion was contributed to charitable and religious causes last year.

College students are tutoring ghetto children and doing other good deeds this summer. There are many, according to reports, who are volunteering their services to sundry organizations, such as those helping alcoholics, drug addicts, the poverty-stricken, and potential suicides.

That's great.

Can Be Good or Bad

So it would appear that we are not in the moral decline of the Roman Empire. But, certainly, there is a churning in process which can be good or bad, depending upon how you and I respond to the situation.

(Continued on Page 5)

Valley Group Blazes SAR Trail

CALENDER OF EVENTS

EVENT	DATE	PLACE
First Annual Advanced Cadet Leadership Symposium	Jan. 7-10	Dallas Hilton, Dallas, Texas
Disaster Preparedness School	Mar. 1-4	Lowry AFB, Colo.
National Executive Committee Meeting	Mar. 20	Maxwell AFB, Ala.
CAP/AOPA Sky-Safe Program	Mar. 26-28	Sacramento, Calif.
Pacific Region Conference	May 8	Los Angeles, Calif.
Middle East Region Conference	May 22	Baltimore, Md.
National Executive Committee Meeting	June 5	Maxwell AFB, Ala.

McMinn Named Assistant Aerospace Education Chief

MAXWELL AFB, Ala.—Robert E. McMinn, a highly qualified educator, has been named Civil Air Patrol's

Assistant Deputy Chief of Staff for Aerospace Education and Cadet Programs. (ASCS/AE & CP)

Hawaii Leads

(continued from page 1)

searching for the survivors of the overturned fishing vessel "Bonito" is greatly appreciated.

"During the course of this incident a second major case broke north of the islands, thus the large turnout and persistence of our pilots was particularly valuable at a time when Coast Guard forces were being taxed to their fullest.

"The fine spirit of cooperation and the inter-agency coordination demonstrated during this mission was outstanding. I only regret that our efforts to locate the last three crew members of the "Bonito" were in vain."

During the first 11 months of 1970, Civil Air Patrol pilots flew a total of 8,998 sorties nationwide on 349 Air Force authorized missions. As a result of these missions 21 Americans were saved.

They located their search and rescue objective on 96 occasions and rendered assistance to 111 persons in distress.

McMinn, a former college professor, came to CAP-USAF Headquarters in October 1967 as the director of the editorial and curriculum division. He has served as acting ADCS/AE and CP since June and assumed his new post Dec. 6.

Before coming here, he was an educational specialist for 11 years at Tyndall AFB, Fla., with the weapons control and air defense systems and interceptor pilot program.

McMinn has a bachelor's and master's degree from Colgate University, Hamilton, N.Y. and completed residence requirements for his doctorate at the University of Iowa at Iowa City. He taught there and at the New York State University for four years.

McMinn was born in Branchport in the Finger Lakes region of New York. He is married to the former Miss Anne Mashewski of Penn Yan, N.Y. The couple have two children, a daughter, Mrs. Willis Holley of Atlanta, Ga., and a son, Scott, a freshman at Troy State University, Ala.

McCLELLAND AFB, Calif.—Civil Air Patrol Aerial search and rescue teams from California Wing's Sacramento Valley Group 4 blazed a trail over the Sierra Mountains recently to play major roles in search operations for the occupants of two missing airplanes. Two of the five persons involved survived.

Operating from Bishop Airport, CAP SAR crews spotted both airplanes in the same week. Credit for finding the first missing plane went to Capt. David Seldon and Maj. Wilma Muth. They located the downed Cessna 150 airplane in the Kearnsage Pass of the Sierra Nevada Mountains within an hour after being called into search operations.

On returning to Bishop Airport, Captain White, a doctor, boarded a White Mountain Research Center helicopter and returned to the crash site where he found the pilot unconscious but in reasonable condition despite spending the night in 15 degree weather conditions.

Another passenger survived the crash landing and was found suffering from a concussion the next day in a nearby cabin by the Sequoia-Kings Canyon National Park rangers. Both men were airlifted to hospital.

Credit for spotting the second missing airplane went to Capt. Dave Knight and Mary Ellen Jones, also of Sacramento Valley Group V. The airplane reported missing on a flight Salinas to Salt Lake City was found also in the Sierra Mountain range.

The CAP aerial search and rescue team reported that the airplane was intact but that there were signs of fire nearby. A U.S. Army Aviation Test Activity helicopter crew was called in to the search area and reported that all three occupants of the plane had died as a result of the mishap.



CAP APPRECIATION SHOWN—Col. John C. Rees (right), 6940th Security Wing commander, at Goodfellow AFB, Tex., receives a CAP Certificate of Appreciation from CAP 1st Lt. Richard J. Benton, local CAP squadron commander. Colonel Rees earned the award for rendering outstanding assistance to Civil Air Patrol. (Air Force Photo by SSgt. M. J. Austin)

Three Win Decorations For Service

FORT DIX, N.J.—Presentation of Civil Air Patrol Meritorious Service awards to Lt. Cols. Stanley H. Needell and George J. Niven Jr. of the New Jersey Wing staff, and 2d Lt. William F. Davis and WO Frederick Heine of the Saddle Brook Squadron highlighted activities at the wing's annual military ball at the Fort Dix Officers Open Mess.

Col. Walter M. Markey, wing commander, was the keynote speaker as 122 Civil Air Patrol members and their guests attended the gala affair.

Among the dignitaries attending were Col. Robert Haldane, U.S.A., Fort Dix deputy commander; Col. Heywood A. Paxton Jr., USAF, 21st Air Force chief of staff; and Col. Francis R. Gerard, 108th Tactical Fighter Wing (N.J. ANG) deputy commander.

Maui Supports Education Fund

MAUI, Hawaii—Maui Mayor Elmer F. Cravalho recently became the first private citizen to donate to Maui Squadron's education fund when he presented a check to Maj. Chuck Dawson, squadron commander. The donation came as a result of the efforts of the Kula Community Club and the Olinda-Kula Soil and Water Conservation District.

The money is to be used to advance aerospace education and for scholarships for the young people in the Maui Squadron and some of it will be used to purchase study materials.

"We are grateful for the mayor's help," said Major Dawson as he explained the program.

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Morality from Within Vitrally Important

(Continued from Page 4)

There is developing a greater sensitivity to the morality of war, poverty, racial discrimination and "man's inhumanity to man." Society has never had so many concerned, idealistic people.

At the same time, there is a widespread rebellion against restraints on personal conduct. Many young people want to decide their own moral philosophy. Some organizations and courts suggest that everyone do as he pleases as long as he does not hurt others. But who is to judge how our actions hurt others? Certainly the individual is in no position to do so.

What's The Use?

Then there are those who have thrown off the old restraints and commandments and have substituted such things as astrology, Tarot cards, witchcraft, and group encounters—anything to put meaning back into life. But with this so-called freedom, there is a

sense of loneliness, sadness, or "What's the use?" Having abandoned everything, including their concept of God, having discovered that license is not true freedom, some are wondering whether life is really worthwhile!

Is it possible, in forsaking basic principles taught by centuries of experience, that we can still find happiness? It is true that joy and satisfaction can be found in service to others and in rediscovering God's love for all of us. However, morality is impossible without at least respect, restraint and responsibility.

I have no doubt that the changed morality will result in much better things for all, especially individual responsibility.

Edmund Burke has said: "Society cannot exist unless a controlling power upon will and appetite be placed somewhere and the less of it there is within, the more there must be without."

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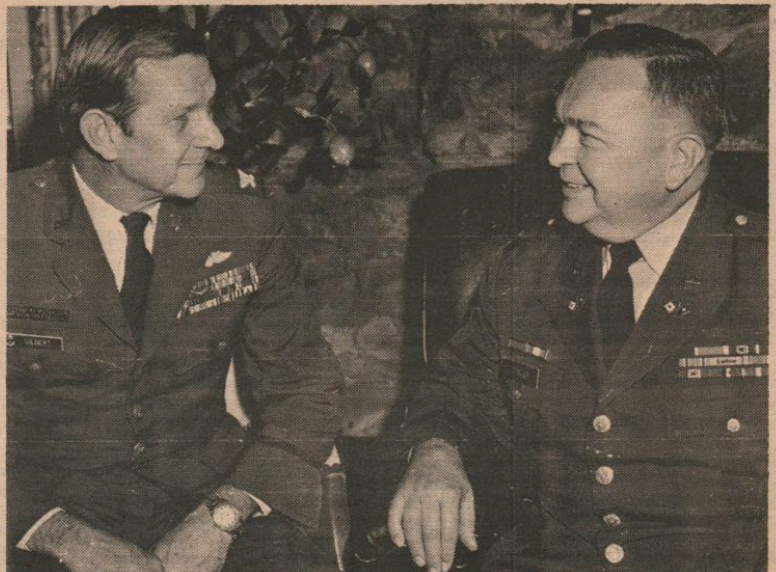
GOVERNOR PRESENTS AWARD—California Gov. Ronald Reagan presents Civil Air Patrol's Gen. Carl A. Spaatz superior performance award to C/Col. Mike A. Taylor at a ceremony at the State Capitol in Sacramento. Assisting at the colorful awards ceremony is Col. Howard L. Brookfield (right), California wing commander. (CAP Photo by the California Wing)



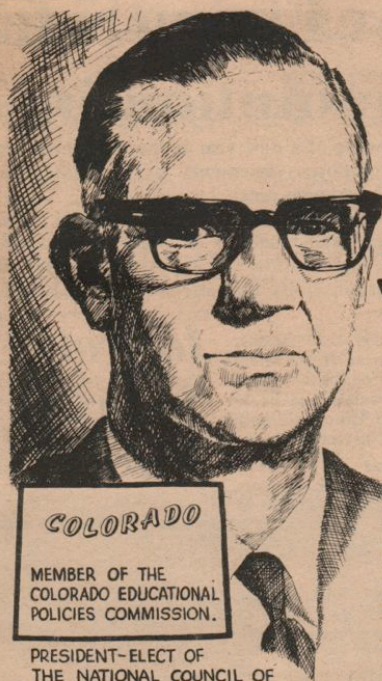
MAINTENANCE INSPECTION—Cadets Lenord Lindsey, Fred Scheffler and John Geier of the Mansfield-Richland Company's Squadron 509 inspect an engine of an Air National Guard F-84 fighter aircraft undergoing a maintenance overhauling. The three were a contingent of cadets from their unit touring ANG training facilities at the Mansfield-Lahn Airport, Ohio, in October. (Photo courtesy of the Air National Guard)



UNIT'S FIRST GIRL PILOT—Cadet MSgt. Sharon Hatz receives the silver wings of an aviator from 1st. Lt. John Marek, Suffolk Composite Squadron 9 commander, and became the first girl in that unit to this flying training achievement. (CAP Photo by the New York Wing)



MISSION BRIEFING GIVEN—Col. Willard D. Gilbert (left), Maryland Wing commander, explains the flying training and educational opportunities offered to CAP members during a briefing session with Col. Robert E. Dunlap, commander of the U.S. Army Joint Support Command. The agency which Colonel Dunlap commands hosted a wing workshop in October at Fort Ritchie, Md. (U.S. Army Photo)



DR. BYRON W. HANSFORD

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Kansas Wing Unit Honors Committee at CAP Dinner

RICHARDS-GEBAUR AFB, Mo.—Community leaders, businessmen and an educator recently were officially welcomed into a select committee at a special dinner held in their honor here.

The five Johnson County, Kansas, influential figures form the vanguard of a sponsor committee for the Johnson County Composite Squadron of the Kansas Wing.

"Their valued, voluntary membership was considered very timely," said Maj. Ronald Weinsaft, CAP, squadron

commander," as our unit has recently accepted its first compliment of cadets."

Spotlighted at the dinner at the Officer's Open Mess were Murl L. Johnson, county director of aviation; Arzell L. Ball, Shawnee Mission superintendent of schools; John O. Kenyan Jr., Overland Park chief of police; John J. Sullivan Jr., Roeland Park State Bank president, and Arthur M. Mortensen, president of KMBZ/KMBR.

Each committee member received inscribed certificates

signed by CAP's national commander, Brig. Gen. Richard N. Ellis, USAF, in recognition of his interest in the organization. These were presented by Col. Franklin Schneider, commander of the 43rd Aerospace Rescue and Recovery Squadron, here whose unit is responsible for directing certain emergency operations and aerial search and rescue operations involving CAP throughout an 18-state area.

Lt. Col. E. M. Green, Kansas Wing commander, lauded committee members for their interest in youth and the Civil Air Patrol organization.

CAP News Briefs

CAP Officer Named to State Accident Prevention Panel

JACKSON, Miss.—Lt. Col. Charles G. Smith of the Mississippi Wing has been named to Mississippi's Aviation Accident Prevention Advisory Panel. The 11-member panel, set up by the Federal Aviation Administration, was announced by Charles Carrier, chief of the FAA's General Aviation District office in Jackson.

Purpose of the panel, Carrier said: "is to advise and counsel this office in the development of a vigorous program for aviation safety in the state of Mississippi."

A rated private pilot, Colonel Smith is the special assistant to the wing commander for information and city editor of The Clarion-Ledger, the state's largest newspaper.

Two Seniors Make TV Appearance

RUSSELL, Kans.—Two members of the Vernon L. Janne Flight here appeared on radio and television recently and discussed the mission of Civil Air Patrol. First Lt. Robert J. Sellens was interviewed on a recent CAP-CD mission on Radio Station KRSL by Russell High School Speech Teacher Jerry Crenshaw.

Robert Kaps, the Russell Flight's newly appointed executive officer and pilot and chief of the FAA Flight Service Station here, was interviewed on KAYS-TV by Lt. Col. George Weyer, Group VIII commander.

Civil Defense Awards Given

JEFFERSON CITY, Mo.—Department of the Army certificates of training for successful completion of the OCD Manual Damage Estimation Workshop were presented to two members of the Capital City Composite Squadron. Receiving the awards were Capt. William Barton and SM William D. Rice, both graduates of a CD workshop at the Jefferson City State Civil Defense office.

Group III Has New Commander

SAN DIEGO, Calif.—Lt. Col. Orville K. Sandaker has been named the new commander of San Diego County Group III. In CAP 26 years, he has previously served in such positions as the group's deputy commander, emergency services coordinator, operations officer and cadet commandant.

A command pilot, Sandaker was named an Outstanding Male Member in the California Wing for conducting a SAR training program, instructing cadets and his overall contributions to CAP. He received a trophy in recognition of his achievements from Col. Howard Brookfield, wing commander, at the recent wing conference.

Virginia Highlands Squadron Chartered

ABINGDON, Va.—Virginia Highlands Squadron recently received its official charter and began functioning officially as a Civil Air Patrol unit in November. Col. James E. Hale, sector commander, presented 1st Lt. Ben Pryor, squadron commander, the charter.

Addressing the 50 senior squadron members, Colonel Hale said that he was happy to see a squadron formed in this section of the state as it would prove helpful in the event of any airplane accidents.

Wing Scouts Attend Ground School

FORT WORTH, Texas—Members of the Hustler Composite Squadron of the Texas Wing conducted a ground school for senior Girl Scouts of Troop 108. The scouts studied flying training and careers in aviation from materials and study textbooks available to CAP cadets considering flying training.

The group also saw the Air Force Films: "Vision and Military Aviation," "In-Flight Recognition and Closure," and "Pilot's Vertigo" that were used as visual aids during the course. Col. William C. Cross, Group 6 commander, and 1st Lt. Charley Van Doren of the Hustler Composite Squadron, conducted the course.

Wife of POW Addresses Group V

INDIANAPOLIS, Ind.—Mrs. James Kasler, wife of an Air Force officer held Prisoner of War in North Vietnam, was the featured speaker at the November Commander's Call for members of Indiana Wing's Group 5.

Speaking at the Indiana University Medical Center, Mrs. Kasler said Colonel Kasler has been a POW since 1966 when his fighter aircraft was shot down over North Vietnam. She explained some of the programs that CAP units can become involved in that benefit the POW and MIA.

After her remarks, Mrs. Kasler answered questions put to her by CAP members and suggested a number of projects for Group 5 personnel.

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Ashland Conducts First Multi-Media Red Cross Course

ASHLAND, Ore.—Maj. Kay Simpson, Ashland Squadron's medical officer, was the chief instructor for the new multi-media first aid course for cadets and members and a Mount Ashland Ski Patrol member recently at the Medford American Red Cross center.

She explained the course was a requirement for all CAP personnel and others engaged in search and rescue missions. Used in the course were films, workbooks, practice drills and culminating in an examination.

Course graduates were Cadets Jeannette Commons, Vicki Dickson, Ted Kyle, Greg LaVelle, Michael Lockridge, Allen Bobbett, Hugh F. Simpson, Jeff Peterson, Jim Cady, Kevin Gandee, Bob Cady, and Danny Harris, of the Ski Patrol.

Senior Member graduates were Maj. John J. Cady, squadron commander, WOs Clio LaVelle and C. E. Fish.



HONORED BY CAP—Dr. Ernest Stone (left), outgoing state Superintendent of Education for Alabama, receives honorary membership in Civil Air Patrol from Cols. Thomas C. Casaday, Southeast Region vice commander, and Lee F. Smith (center), Alabama wing commander. The award was presented to Dr. Stone at a recent

ceremony at the State Offices in Montgomery before he left the capital city for his appointment as president of Jacksonville State University, Jacksonville, Ala. He received the award for his support and endorsement of CAP's aerospace education program. (Air Force Photo by MSgt. Bill Bond)

Colonel Doyle Named New Director of CAP Personnel

Lt. Col. Patricia M. Doyle, USAF, newly assigned director of CAP personnel, brings to her assignment extensive experience gained from the varied planning and programming positions throughout her Air Force career. A music teacher by profession, Colonel Doyle was teaching in Richmond, Calif., when she received a direct commission in 1953.

She decided on an Air Force career for two reasons.

One was old-fashioned patriotism. Having been a pioneer and an experienced counsellor and leader in numerous professional girls camps throughout the nation, she wanted to be of "service to society."

Secondly, she aspired to be a dean of women at a college or university and believed she could gain high-level leadership experience at an earlier age in the military than in civilian life. Her theory proved correct. Colonel Doyle's assignments throughout her career have involved her directly in policy setting, planning and program building for new programs, Air Force-wide.

While stationed at Offutt Air Force Base as personal affairs officer, she was responsible for organizing a program of assistance for Strategic Air Command families left behind during the Korean conflict. With the whole-hearted backing of the then SAC commander, General Curtis Lemay, Colonel Doyle built a program and watched it grow from its humble beginning in Omaha to a SAC-wide program.

Later it was used as a model for the USAF-wide Family

Services program and similar programs now adopted by all of the military services.

Colonel Doyle assisted in developing the CHAP program (an Air Force program of guidance and counseling for parents of handicapped children), and later was one of the four officers who wrote the manual governing this new program. She became so knowledgeable in this area that she was selected as the key speaker on this subject before the International Conference of American Women's Activities in Europe at Bertchsgarten, Germany.

She was also instrumental in the organization and promotion of the Air Force Catholic/Protestant WAF societies. One of the first 10 WAF officers assigned to Air Force Reserve Officers Training Corps for a pilot program designed to train women to become USAF officers, Colonel Doyle used this opportunity to continue her formal education, earning her master's degree in education at the Southern Illinois University in Carbondale, Ill.

In the short time since her assignment at National Headquarters, Colonel Doyle has had the opportunity to travel to many CAP functions throughout Civil Air Patrol and meet the



Colonel Doyle

members first-hand. She was immediately impressed with the women's role in Civil Air Patrol, especially in high-level leadership positions.

She feels that CAP is far ahead of similar organizations in recognizing and utilizing the services of an almost untapped resource - the American woman. Colonel Doyle indicated that she was overwhelmed by the eagerness of all the members who voluntarily give of their time, talents and resources.

She is an accomplished musician and has appeared with the USAF Symphony Orchestra. She has also been a member of the St. Louis Philharmonic Orchestra, the Southern Illinois Symphony and the Roanoke Symphony in Virginia.

Before her current assignment, Colonel Doyle was chief of the special actions branch, assistant for colonel assignments, DCS/Personnel, Hq USAF, at the Pentagon. She was in Washington, D.C. from 1963 to 1970.

Make Flying Safety A Resolution in '71

The beginning of a new year is the traditional time for making resolutions, statements of our intentions to improve in the coming year.

New Year's resolutions are usually made by individuals but if enough individuals in an organization resolve to improve, the organization will improve. Flying safety is an individual responsibility that affects Civil Air Patrol as an organization.

What if every CAP member resolved to make flying safety his personal objective during 1971? The result would be to make Civil Air Patrol's thirtieth year the safest on record.

With this as a general resolution for all CAP members, here are some specific ones to think about.

I hereby resolve to:

1. Keep my FAA medical certificate up-to-date and to insure my subordinates do the same.
2. Never fly an aircraft with an inoperative gear warning horn.
3. Require proof when someone claims to be a pilot and wants to fly corporate aircraft.
4. Never, but never, hand-prop an aircraft without a qualified person at the controls.
5. Assume my aircraft is tied down properly, whether the wind is blowing or not.
6. Consider both my own and my aircraft's capabilities in crosswinds before I fly.
7. Never taxi into another aircraft.
8. Never taxi an airplane inside a hanger.
9. Learn mountain flying techniques before flying in mountains.
10. Never fly into a box canyon. (related to number 9.)
11. Make sure I have enough fuel to reach my destination.
12. Make sure there's fuel in the airplane before I take off.
13. Check the floats on my float-plane for leaks.
14. Never buzz.
15. Never allow unqualified persons to taxi an airplane.
16. Assume that only certified mechanics perform maintenance on my airplane.

Some of these resolutions may sound strange and far out, but each was inspired by an actual CAP accident during 1970. In other words, if certain persons had followed these resolutions a year ago, Civil Air Patrol would not have had 77 accidents and incidents in 1970.

Safety is a state of mind. Using good old common sense is the first step in achieving this state of mind. New Year's resolutions may help but you have to live up to them all year. Whatever mental processes we use, let's all think safety and make Civil Air Patrol's 30th year of flying one we can remember with pride.

Jarrett Selected Top NCO

MAXWELL AFB, Ala.—TSgt. Gilbert T. Jarrett Jr., NCOIC of the CAP-USAF Liaison Office of the Idaho Wing, has been named the Outstanding Airman of Headquarters, CAP-USAF, for 1970. He will compete along with other airmen for the Headquarters Command, USAF Outstanding Airman of the Year title.

He was selected for the CAP-USAF Airman award for demonstrating outstanding military bearing, job professionalism and for his overall contributions to the overall CAP-USAF mission.

A veteran of more than 19 years active military service, Sergeant Jarrett was assigned to Headquarters CAP-USAF from Sembach AB, Germany where he served as an administrative supervisor in the military material branch of the 601st Tactical Control Group. He is a native of Dallas, Texas and lived in Twin Falls, Idaho.

Cadets Cited At Conference

ASHLAND, Ore.—Three cadets from the Ashland Composite Squadron were honored at the recent Oregon Wing conference at Portland International Airport.

Brig. Gen. Richard N. Ellis, USAF, CAP's national commander, presented Cadet Michael Lockridge the Billy Mitchell achievement certificate while Brig. Gen. Samuel H. du Pont Jr., CAP, national board chairman, pinned solo pilot wings on Cadets James Cady, Jeff Peterson and Lockridge, all Ashland High School students.

Maj. John J. Cady, squadron commander, was awarded four ribbons at the conference. These were the International Air Cadet Exchange, Senior Recruiter, Aerospace award and Leadership ribbons.



Christmas is Brighter for Indians Because of CAP-ANG Joint Effort

PIERRE, S.D.—Hundreds of needy Indians in the heartland of South Dakota shared Christmas cheer early in December through the efforts of Civil Air Patrol members of California Wing's peninsula Group II.

The group's annual airlift to aid the Indians was highlighted recently when two giant C-130 Hercules aircraft, their cargo decks stacked with more than 43,000 pounds of clothing, toys and food, arrived here from

Moffett NAS, Calif.

The two aircraft from California Air National Guard's 195th Tactical Airlift Squadron at Van Nuys were under the command of Capt. Dion Beacamp and C. E. "Charlie" Brown.

Members of the Pierre Cadet Squadron and South Dakota Army National Guard's 147th Auxiliary Group met the two aircraft. The gifts were donated over the past months in San Jose and collected under the

supervision of Peninsula Group II officials.

Pierre's Mayor Gregory Clinton and South Dakota Indian Affairs Coordinator Vern Ashley were among the city and state officials welcoming the much needed cargo.

Air Guard officials explained that their support of the project was made possible because of flight training requirements arising during the same time as the need for airlifting the contributions to South Dakota.

Guardsmen, along with members of Capt. Don Peterson's Pierre Squadron, assisted in unloading the cargo and trucking it to downtown Pierre where it was collected the following day by designated representatives.

Maj. Harold Fonda and Capt. John Layne, both of San Jose, Calif., spearheaded the California phase of Teepee III.

Layne, who made the mission flight from Moffett, said that the project went over so well last year in Pierre, that his group enthusiastically included the South Dakota capital again this year.

It was Layne who three years ago first conceived the idea of aiding the needy Indians in the Far West. During his first effort in 1968 more than 13 tons were donated and distributed to Indians in California and Arizona. Last year, he recounted, at least 50 tons were airlifted to Indians in Arizona and South Dakota.

Captain Peterson, Pierre Squadron commander, said that 40 CAP personnel assisted in the project. He praised civic officials, Indian Affairs coordinators, Roy Stanek of the FAA flight service station at Pierre's Municipal Airport and Harold Gray of the Army National Guard for cooperating in the operation.



OFFICIAL REPRESENTATIVES—Capt. John Layne (left), CAP, one of two project officers for Teepee III, meets representatives of South Dakota Indian tribes and Vern Ashley, South Dakota Indian Affairs coordinator.

Council Members Attend Symposium

MAXWELL AFB, Ala.—One hundred fifty outstanding cadets from Civil Air Patrol wings will attend the first annual Advanced Cadet Symposium at the Statler-Hilton, Dallas, Tex., Jan. 7-10.

The symposium will bring together 93 Spaatz Award recipients, and the chairmen of 49 wing and eight region cadet advisory councils.

A feature of the symposium will be the convening of the National Cadet Advisory Council composed of the eight region chairmen.

A broad objective of the symposium is to enable National Headquarters to hear first hand the problems that cadets encounter in the field. Another is to create a sounding board for these future CAP leaders to propose ideas to improve Civil Air Patrol.

Other specific objectives include:

1. Clarifying any remaining obscurities in the modified cadet program so that the cadet conferees will be able to assume positive leadership roles in their local areas;
2. Allowing the conferees to look at the feasibility of CAP's projected Aerospace Olympics;
3. Inviting the conferees to help formulate a sound cadet special activities selection process; and,
4. Developing more standardized operating methods

at all levels by improving direct communication between National Headquarters and cadet leaders.

The three-day gathering will begin each morning with a general meeting after which various seminar groups will consider some of the following topics: Recruiting assistance teams; encampments; computerization of the CAP program; aerospace education in schools; cadet retention; moral leadership; CAP-AFJROTC interface; the curriculum of the Cadet Officers' School.

A feature of the Jan. 9 banquet will be the "Art-in-Being" demonstration-lecture by Lt. Col. Gilbert Neil Amelio of the U.S. Air Force Academy. Colonel Amelio's presentation, THE FACE OF CHRIST, combines sculpture, drama, and music to show how three separate art eras have portrayed the features of Christ. It has been hailed as "a gripping spiritual - artistic experience."

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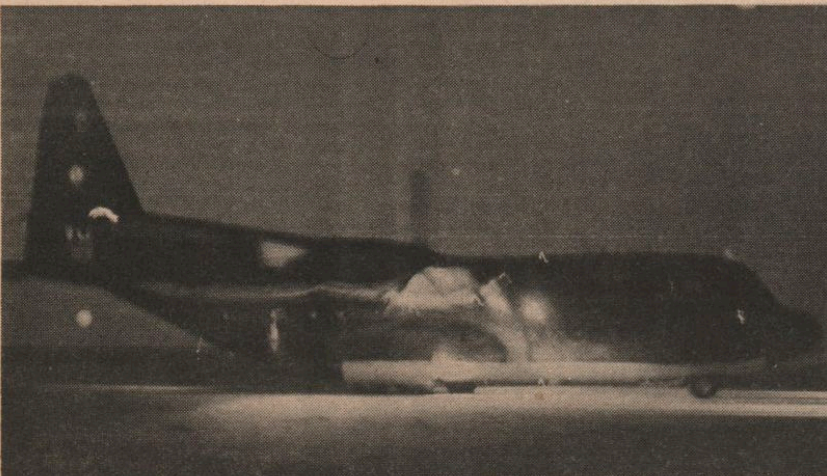
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OFF-LOADING CARGO—Civil Air Patrol cadets from South Dakota Wing's Pierre Squadron and South Dakota Army National Guard members unload cargo from two C-130 Hercules aircraft at Pierre Municipal Airport. The cargo of clothing, toys and food was airlifted to the Indians of South Dakota under a joint CAP-ANG Christmas cheer project called "Teepee III".



MAINSTAY OF AIRLIFT—This C-130 Hercules aircraft, one of two from California Air National Guard's 195th Tactical Airlift Wing, helped airlift 43,000 pounds of clothing,

toys and food to needy Indian tribes of South Dakota under a joint CAP-ANG "Teepee III" project.

Officials Announce Certificate Winners

MAXWELL AFB, Ala.—Aerospace Education and Training officials at CAP's National Headquarters here recently compiled the list of Earhart and Mitchell awards throughout Civil Air Patrol, which were earned during October, 1970. Following is the list of recipients:

★ Amelia Earhart Awards ★

Northeast Region

Brad Parsons, Linda M. Czala, Gerard A. Delcourt, Ronald A. Walsh, Carlos R. Alonso, Carl Billingsy.

Joseph J. Capozzi, Marilyn M. Biermann, Judy A. Loeschke, Gary J. Warner, Marie E. Stutz, Sally A. Heckert and Dennis C. Turcotte.

Middle East Region

Jonathan M. Taylor, David E. Conner, William H. Everett, John N. Kidd, Janice L. Hudson, Timothy C. Moses, Ralph J. Rognstad, Michael A. Hough and Theresa L. Rice.

Great Lakes Region

Joseph L. Bernosky, Mary E. Coe, Charles W. Cornish, Charmaine Collings, Martha J. Emery, Andrew T. Guroy, Joseph P. Sharkey, Jr.,

William A. Boni, William J. Kubus, Kenneth J. Pahon, Genevieve M. Rudie, Edward A. Sepesy, Robert A. Stanislaw, Robert A. Hammann, John L. Kuray and Edward J. Kuzma.

Southeast Region

Sue L. Ray, Celia H. Bachman, William L. Biedsoe, Jesse L. Cochran, Richard A. Polemeni, Harold D. Prewitt, Jerry Layshock, Susan J. Redding, Daniel S. Simmons and Frank L. Combs.

North Central Region

Gloria L. Weyer, Larry F. Crase, Edward C. Holland, Michael Vorachek, Patrick W. Donnelly, Michael J. Donnelly and Barbara Dahl.

Southwest Region

Rebecca M. Klipsch and Kevin J. Schatzman.

Rocky Mountain Region

Thomas J. Campbell.

Pacific Region

Barry P. Edwards, Franklin J. Allen, Jr., Anna V. Garcia, Allen L. Nunez, Joyce E. Davis, Thomas D. Farrell, Howard Williams, Steven C. Jones, Glenn G. Graves, Jr., Richard L. Williams, Kip A. Thomas, Alan L. Clever, Diamelen B. Johnson, Steven C. Moores and Kent D. Vroman.

★ Billy Mitchell Awards ★

Northeast Region

William B. Mill, William C. Gilbert, Timothy J. Kinney, Steven A. Watson, Richard E. Benedict, Randy G. Haines, Marc E. Charbonneau, Gary W. Johnson, Alice M. Czarwickiewicz, Patrick G. Mallon, Robert K. Lamond, Frank D. Roskind, David S. Gaines, James C. Fink, Lenard D. Perkins, Nickolas Klavin, Gary D. Rosmini, Eugene A. Kusmierz, Arthur J. Bissonnette, Kenneth L. Gordon and Geoffrey R. Waters.

Middle East Region

George W. Dill, Fred A. Englert, Deborah A. Woerner, Jeffrey A. Small, Richard B. Searight, Barbara J. Howell, Joseph A. Dobry, Martin R. Lepper, Elaine H. Bickham, Steve D. Berry, Mitchell I. Lewis, Clayton T. McNeil, Olin W. Stewart, Rickey D. Boozer, Brendan A. Rickens, David B. Boyles III, William C. Mason, Michael L. Dominguez, Curtis E. Pierce, David H. Hunter, Gary R. Kelfer, Grover S. Morris, Jr. and Ralph H. Summers.

Great Lakes Region

Jon G. Ballog, James P. Moore, David Chervon, Gloria M. Torello, Karin E. Callender, Thalia Faklis, Kevin E. Bennett, Diane M. Bernosky, JoAnn M. Browy, David L. Coe, John M. Pintar, Gregory F. Robison, Richard L. Humphrey, Richard A. Jensen, Roger K. Latta, Rita K. Coppock, Robert L. Gearing, John A. Rasdon, Michael J. McKilinsky, Michael C. Wachoski, Linda L. Westbrook, David B. Dulaney, Randall E. Haberlog, C. William Helwig, Richard A. Polich, Janet M. Price, Rebecca M. Yeater, William A. Batten, James W. McCutcheon, Robert H. Kirkpatrick, Karen A. Laskowski, Frederick R. Vogel, Barry R. Feist, Terry L. Palmer, Mary F. Smith, Dallas R. Short, Daniel M. Moore, Teresa L. Van Fossen, Bruce E. Parkes, Charles E. Janzer and Shane A. Mooney.

Southeast Region

Joan M. Morse, Monte C. Russell, Dianne L. Bonning, Larry L. Granfield, Steven E. Anlage, David Allan Duguid, Terry D. Martin, Herman J. Ridgion, Jr., Theresa M. Jones, William J. Jones, James R. Wirshing, Ricky R. Worden, Donald F. Rickman, Dorothy E. Sellers, Kathy L. Pezzato, Mark K. Wells, Susan Kay Putnam, Timothy W. Neal, Michael E. Beatey, John C. Lovelady, James A. Walker and Roberto Garcia.

North Central Region

Christopher A. Dearinger, Diana L. Reetz, Kathy M. Ball, Bonnie J. Forslund, Jean A. Noel, Amy E. Ray, Steven E. Blaise, Paul W. Mooror, James W. Christiansen, Richard R. Johnson, Richard B. Sorenson, Daniel K. Schauer and Robert E. Smith.

Southwest Region

Steven E. Drane, Dean S. Fox, Nancy J. Kingsley, Julia A. Overstreet, Russell E. Matzkanin, Larry C. Clement, Larry D. Reid, Dennis L. Robbins, David E. Brassfield, William H. Key II, George D. Luckey, John A. Conner, Randy W. Webb, Jimmy W. Lavespere, Dwight L. Deatherage, Darwin A. Sparkman and Randolph L. Munoz.

Rocky Mountain Region

Jeffrey S. Hart, Gary M. Rendla, David L. Binney and Newell H. Ray.

Pacific Region

Gary F. Fletcher, Deborah A. Morris, Barbara E. Wooten, Christopher E. Fryatt, Deborah A. O'Hare, Joseph P. Monaghan, Michael L. Pursley, Richard A. Vossell, Michael R. Lockridge, Curtis S. Crisp, Alan I. Lamson, Kerry T. Richards and Kenneth L. Mogle.



CRASH SCENE 'EXERCISE—Cadets from Winston-Salem Composite Squadron of the North Carolina Wing go through a practice drill of removing a simulated victim of an airplane

crash during a SAR Test and bivouac at Twin Lakes Airport, N.C. (Civil Air Patrol Photo by Winston-Salem)

Squadron Conducts Training

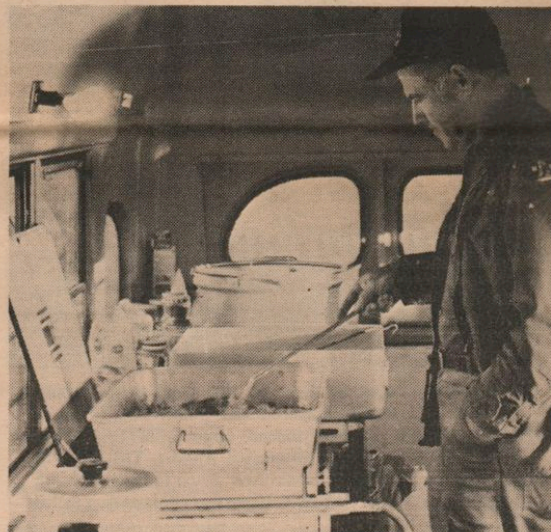
TWIN LAKES AIRPORT, N.C.—This small airstrip west of Winston-Salem was the site for one of the most realistic exercises for cadets and senior members of the Winston-Salem Composite Squadron who bivouaced in the area recently.

Purpose of the camp-out was to test the squadron's mobility, flexibility and self-support capabilities under emergency situations while testing its flying and communications capabilities.

It also served as an incentive to several of the cadets who are participating in the North Carolina Wing's solo training program. These cadets and student pilots received dual instruction and flying time in the squadron's Tri-Champion airplane and gained valuable flying experience by operating out of a small airfield, officials said.

All those engaged in the operation also participated in a simulated search and rescue mission and ground rescue teams gained additional training when they were ordered to rescue a simulated victim of a downed airplane from an area within hiking distance of the airport. The victim was located in a densely wooded area and had to be carried out to safety.

Based at Smith-Reynolds Airport, the Winston-Salem Composite Squadron is under the command of 1st Lt. Jack D. Moorefield, CAP. Bivouac commanders were 2nd Lts. Chester Copple and John Cummings.



COOKS BREAKFAST—Bacon, eggs and grits are on the menu as 2nd Lt. Chester Copple, Winston-Salem Composite Squadron's executive officer, turns cook to prepare breakfast for 32 members of the squadron taking part in a bivouac at Twin Lakes Airport, N.C. He prepares the food in the CAP squadron's kitchen equipped bus at the training site. (CAP Photo by Winston-Salem Squadron)

Manual Vital To Members

MAXWELL AFB, Ala.—The newly published CAP Manual 50-9 "Cadet Special Activities" has been sent to the field and is of particular interest to senior members wishing to support the organization's special activities program.

Senior members are desperately needed every year to act as project officers, encampment commanders, staff members and escorts.

CAP senior members are advisors to the cadets at these activities and help evaluate the activities and cadets annually so that improvements may be made in cadet selection, timing,

curriculum and program.

The Cadet Special Activities for 1971 were listed in the centerfold last month of the Civil Air Patrol News and all members were asked to review them to find a special activity suited to their interests.

Application procedures are covered in the 1971 application and selection brochure.



DOWN IS NOT OUT

Reprinted From
FAA AVIATION NEWS

Nobody we know is going to have a flying accident, especially not you, but on the outside chance something should happen, the difference between survival and disaster might weigh less than two pounds.

Look around your airplane and what do you see in the way of survival equipment: That can of fruit juice you bought two years ago that was going to be the start of your survival kit? Throw it away, it's probably worthless now. What else? The fishing line and hook stashed away in the envelope near the wing root? You gave that to the kid who washed the plane two years ago.

Nothing else? No pocket knife? No matches - oh, you don't smoke?

With the rapidly growing acceptance of air travel, especially in general aviation aircraft, pilots have paid diminishing attention to personal survival in the event of a forced landing where rescue might be delayed for days.

Yet, individual survival kits can be assembled at very little cost from readily available off-the-shelf items you can pick up in any supermarket. The principal ingredient in any survival kit is action: PUT IT TOGETHER NOW! Planned kits, to be assembled later, are useless.

Starting with the first aid items, the two-pound kit will include band-aids, a roll of half-inch adhesive tape, a pack of X-acto knife blades, a tube of antiseptic ointment for burns and lacerations, aspirin, water purification tablets, ammonia inhalers and triangle bandages.

This is a minimum of first aid supplies. Other items may be added but keep the emphasis on lightness and storability.

Now for food. Supermarket shelves are crammed with a wide variety of concentrated soup mixes, bouillon cubes (chicken and beef), dehydrated coffee and milk, sugar, salt, hard candy and vitamin

capsules. Pack an assortment of each of these in a compact cube wrapped in several layers of heavy duty aluminum foil. If needed, the foil later can be formed into cooking utensils. Don't forget the necessary water carried in a plastic container.

Pemmican Supreme

Pemmican, an old Indian favorite in concentrated food and still a staple where weight and space are important considerations, might make a valuable addition to your personal survival kit. Here is the way Capt. Daniel H. Seal and S/Sgt. Dorman K. Roberts of the School of Aerospace Medicine, Brooks AFB, Tex., make their new, improved, tastier version as reported in Airman Magazine.

Take equal portions of hickory-smoked, crisp, dried beef and pecans, plus one-half portion of crisp dried pitted dates. Put these through an ordinary food chopper separately and then mix together and grind the whole batch again.

Pack in bars of approximately three ounces, cover first with two layers of thin plastic sandwich wrap, then a double thickness of heavyweight aluminum foil. If the bar develops mold spots after storage, scrape them away. The mold is harmless though unappetizing in appearance.

Into the cockpit kit should go equipment for living off the land. Some 50 feet of high-strength fishing line and a half-dozen fish hooks are basic. A gill net is a good addition and so is a length of light wire from the aircraft for use as a snare for small game.

A scout knife, along with a pocket whetstone, is the single most important tool. You can literally carve a path to survival with it - provided you treat it as a knife and not a pinch bar.

Other desirable items in the kit include a waterproof match container (there are commercial ones available which include compass and striking edge built into the case); waterproof matches; heat tablets; needles; safety pins; a file; a plastic roll-up canteen (gallon size); mirror for signaling; a button compass, and a penlight flashlight (keep batteries

separate, out of flashlight).

Kits can be custom made to suit the terrain where you do most of your flying. Important considerations are storability, weight and compactness. Resist the temptation to turn what should be a very sparse kit into a portable version of a supermarket and sporting goods store.

IF FORCED DOWN, remain in the vicinity of the aircraft - it's bigger than you, more colorful and more likely to be seen from the air. In snowy weather try to keep the wings and horizontal stabilizer clear of snow - the reflective surfaces act as a signal mirror.

The ability to spot downed flyers is the single most difficult problem facing rescuers. And it needn't be. The countryside, in its natural state, tends to be placid and unchanged. The quickest way to attract attention is to change the appearance of the terrain around you. This is relatively easy to do - an "SOS" trampled into the snow, an "X" made with boughs, a smudge fire - all serve to disturb the face of the terrain. The variations are endless.

Frame of mind is a major factor of survival and this can be preconditioned by planning. If you filed a flight plan, as recommended by the FAA, you can feel confident that you will be missed and the searchers will have some idea where to look for you.

The will to survive, backed up by a little knowledge and the understanding that survival is hard work, can make the difference between life and death.

The will to live was demonstrated by a man and a woman who survived for 78 days on nothing but water. Their eventual rescue came when searchers spotted a flag they had fashioned from aircraft fabric and tied to a tree. Survival experts rate boredom as one of the most corrosive factors in the will to survive. This can be defeated by leadership - of self and others.

A basic ingredient is "doing things" - making your "camp" even better, even if it means doing tedious things repeatedly, and sticking to a routine where tasks have to be done on a regular, scheduled basis.

Beacon Transmitters Prove Worth During Emergencies

MAXWELL AFB, Ala.—Electronic beacon transmitters are continuing to prove their worth in emergency situations.

Although each of the following rescues took place in Alaska, they demonstrate the effectiveness of emergency locator beacons in speeding rescue and recovery. In each

case, the emergency signal was heard by aircraft in the area and an immediate search initiated.

Survival statistics have proved the importance of early rescue whether it be in Alaska or Florida.

On May 2, Cessna 180, N7977V, was reported overdue with two people on board.

Colorado Wing Takes Part In Electronic Search Test

BROOMFIELD, Colo.—Colorado Wing, the Federal Aviation Administration and the National Bureau of Standards recently ran a test of electronic search equipment.

The Nov. 6 mission used three CAP aircraft and an FAA flight inspection aircraft to check reception from a Bureau of Standards transmitter. The transmitter power output was set to provide a signal strength of 6 microvolts per meter at a distance of 25 miles. The aircraft flew an arc 25 miles from the transmitter and reported the signal as weak beyond 21 miles.

When the signal power was boosted to produce 9 microvolts per meter at 25 miles all aircraft recorded adequate signals at 35 to 50 miles distance. From this the FAA deduced that an acceptable aural signal should be received by an aircraft at 3,500 feet above flat terrain at 25 miles from the beacon. The reception distance should

increase to 50 miles at 7,000-10,000 feet and to 100 miles at 20,000 feet.

On Saturday, November 7, CAP pilots used aural search procedures to locate an emergency beacon. The pilots were given a 30-minute briefing on FAA procedures and the 90-degree audio fade search pattern. Although none of them had any previous experience in electronic search they had no problems in locating the beacon. Five aircraft took part in the test and all were able to locate the beacon within one-half mile of its actual location.

Both CAP and FAA people taking part in the test were enthusiastic about electronic beacons in search and rescue operations.

Employees of the Alaska Fish and Game Department, they were counting moose along with south side of the Brooks Range.

While checking a wolf kill, their aircraft struck some scrub and flipped over. The men were located during the night by a civilian volunteer who had picked up their emergency beacon transmission. The Kotzebue CAP recovered the men at first light.

On Sept. 10, PA-186N5554H crashed with two persons on board. A search and rescue mission developed when a light airplane heard an emergency signal from a locator beacon on 121.5 MHz. The pilot located the source of the signal on the Chickaloon Flats, south of Anchorage. Rescue was accomplished 25 minutes after the initial call to Search and Rescue.

On Sept. 22, PA-18/N1977P landed 25 miles west of Nenana, low on fuel. On Sept. 23 a search was initiated when an Air Force helicopter, en route from Eielson AFB to Elmendorf AFB, picked up emergency beacon signal.

An HH-3 helicopter, sent from Eielson AFB, located the PA-18. The PA-18's emergency signal was picked up by numerous aircraft, as far away as 60 miles.

The pilot was returned uninjured to the Fairbanks area.

CAP Members Offered Air University Course

MAXWELL AFB, Ala.—At the annual meeting of the national board of CAP, Air Force Secretary Robert C. Seamans Jr. called on citizen-airmen of CAP to explain Air Force problems in the 1970s clearly to the American people.

Secretary Seamans said: "The military threat must be clearly understood, as well as the Air Force role in national defense. If the people, through the Congress, are going to approve necessary new weapon systems, they will have to have a much better understanding of our requirements than in the past."

The curriculum of the Air University's Air War College (AWC) Correspondence Program provides this knowledge and the course can be accomplished on an individual basis or through group study classes. Enrollment is open to U.S. active and inactive duty officers of any component of the armed services (including CAP) in the grade of lieutenant colonel or above, and to U.S. Federal civilian employees, GS-13 or above, and majors on a selection list for lieutenant colonel. A limited number of active and inactive duty officers of any component of the armed services (including CAP) in the grade of major who have completed a command and staff course (either in residence or by correspondence) or ICAF are also eligible for enrollment.

Brig. Gen. Richard N. Ellis, USAF, national commander, in his letter of August 24, requested CAP Region and Wing Commanders to encourage

eligible CAP officers to enroll in the AWC Correspondence Programs. Eligible CAP personnel may enroll in these programs by forwarding a completed application, AWC Form 0-6, Enrollment Record, to Air War College (AWCEDA), Maxwell AFB, Ala. 36112. Sample forms have been made available to each CAP region and wing commander. If necessary, these forms can be reproduced locally.

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Hawaii Adopts 'New Look' In Cadet Flying Training

HONOLULU, Hawaii—Cadets from the Kona Composite and Maui Squadrons of the Hawaii Wing were among the first to participate in a "new look" cadet flying training orientation on the island.

The program, originated by Col. Eugene Kerwin shortly after his appointment as permanent wing commander, is being conducted under the supervision of SM Patricia M. Davis, wing director of operations.

"I earned a degree in education because I like working with teen-agers and as a pilot I am enthused about this type of program. I'm glad to have the time to become actively involved," she said.

The first ground school and flying was conducted at Kona over a two-day period. Mrs. Davis instructed the ground school phase and SM Alden Avery was in charge of the half-hour training flight for each cadet.

The training includes a general orientation or walk-through on all phases from aircraft preflight, use of navigational aids, runway selection, working with air controllers, aircraft controls, instruments and a half-hour cross country flight.

The program, to be run in conjunction with the glider program, is designed to give the cadets a well-rounded look at aviation and aerospace education.



NEW LOOK SCENE—Cadets Noela Martin and Marilyn Keau express delight after receiving a half hour flight in a light airplane of the Hawaii wing under a "new look" cadet flying orientation program. The cadets are members of the Maui Composite Squadron. (Photo Courtesy of Star Bulletin)

Rescued Man Wins Key Job

NEW YORK, N.Y.—F. Peter Simmons, director of advanced space astronomy at the Grumman Aerospace Corp. in Bethpage, N.Y., has been named chief of staff of New York Wing, according to an announcement by Col. Jesse Strauss, wing commander.

Simmons, who holds a private pilot's license, joined CAP in April as a special advisor to Colonel Strauss who said that Simmons is perhaps best remembered as the survivor of a private plane crash in the Adirondacks in August 1969.

He was flying his Cherokee 140 on a clear night when he was whipped by a sudden downdraft.

A SAR mission pilot spotted Simmons and he was rescued by helicopter hours after the crash. He suffered extensive injuries to legs, head and face, but has recovered completely.

Simmons has written numerous papers on aircraft simulation, navigational computers and central systems, and holds patents in those fields.

Briton Seeks CAP Pen Pals

MAXWELL AFB, Ala.—A 16-year-old corporal in the British Air Transport Corps is seeking a pen pal from among the cadets in Civil Air Patrol.

He invites any cadet to write to E. D. Thurling, Ely Road, Hilgay, Downham Market, Norfolk, England.

Florida Planning Fly-In Breakfast

LANTANA, Fla.—A fly-in breakfast, featuring a menu of pancakes and sausages with all the trimmings, is being planned from 7:30 a.m. to 1:30 p.m., Feb. 7, at the Palm Beach County Park Airport here.

The event is being co-sponsored by the Lantana Kiwanis Club and Lantana-Lake Worth CAP Squadron.

Throughout the morning there will be displays and demonstrations of new and antique airplanes for aviation minded people attending the breakfast.

Proceeds from the breakfast will go to youth activities, officials reported.

FAA Moves Ahead With Enroute ATC

WASHINGTON, D.C.—Award of two contracts totaling \$1.2 million for equipment and services related to the continuing program for automating the Federal Aviation Administration's en route air traffic control system were announced recently by Secretary of Transportation John A. Volpe.

The contracts were awarded to the Raytheon Company of Sudbury, Mass. and Hyperion Industries Corp. of Watertown, Mass.

Raytheon was awarded \$707,615 for installation, checkout and maintenance of display components for use with the IBM Display Channel Processing Equipment at FAA's National Aviation Facilities Experimental Center (NAFEC), Atlantic City, N. J.

The basic function of this system is to process information on individual flights stored in the central computer complex and present to the controller. The data is electronically written on the radar scope and moved automatically with its associated aircraft target. The display components are to be installed at NAFEC as part of a system support facility.

Hyperion was awarded \$500,000 for spare power supply parts and modules for common radar digitizer installations. The digitizers are located at the long-range radar antenna sites and convert raw radar signals into computer language. It then transmits this data via telephone lines to computers located in FAA air route traffic control centers and Air Force air defense facilities. The computers process the data and put it in a format for display on the radar scopes used by air traffic controllers.

FAA presently has the computer capability of processing flight plan data at 14 of the 20 en route control centers serving the continental United States. In the next phase, the computers will be used to track controlled flights automatically and tag each target with a small block of information which will be written electronically on the radar scope used by controllers. Eventually, the system will take on additional air traffic control functions such as potential traffic conflicts and suggesting ways of resolving them, provide flow control advice in congested terminal situations and sequence airport arrivals.

Commission Praises Gateway Sq. Cadets

PORTLAND, Ore.—Cadets from the Gateway Composite Squadron of the Oregon Wing were recently cited by the Portland Traffic Safety Commission for their assistance to the annual "Schools Open Safety Drive."

Cadets called on retail stores and other businesses in the downtown Portland area to display posters reminding motorists to watch out for children while driving.

Additional safe driving campaigns were planned for later dates.

Wing Cites Commander For His Leadership

MARSHALL, Mo.—Outgoing Wing Commander, Col. Clark Johnston was honored for his achievements in Civil Air Patrol when he was hosted at the recent Missouri wing conference

at the Ramada Inn in St. Louis. He relinquished his command of the Missouri Wing to become deputy for senior training in the North Central Region.

Colonel Johnston served as wing commander four years and as deputy commander two years.

During the conference Col. William B. Cass, Iowa wing commander, presented Colonel Johnston honorary membership in the Blue Berets, a group of elite cadets who are specialists in search and rescue, survival, physical fitness and military discipline. He also received a plaque from members of the wing as a gesture of their appreciation of his leadership.

Col. William Ramsey, North Central Region commander, was the key speaker for afternoon session of the conference. Also addressing the delegates later in the afternoon was Harold Bacon, an employee of the National Aeronautics and Space Administration, who discussed the cadet activities program.



COMMANDER COMMENDED—Col. Clark Johnston, outgoing commander of the Missouri Wing, displays a plaque he received from members of his command at the recent wing conference in St. Louis. The plaque was a gesture of appreciation to Colonel Johnston for his leadership over the past four years. (CAP Photo courtesy of the Missouri Wing)

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Rescue Teams in Forefront of Crises

SAN JUAN, P.R.—Ponce cadet Jose Batista swam the turbulent Jacaguas river to rescue four people stranded on the roof of a house being engulfed by rising waters recently to become one of the heroes among CAP personnel engaged in emergency relief operations here.

Batista rescued the family from the roof by stringing a rope from the shore to the house top and guiding the four to safety. Later the same day, he dove into the Guayo River to snatch a year-old baby being carried downstream to certain death.

The island of Puerto Rico suffered an estimated \$65.4 million in damage to personal property, business and livestock

from torrential rains which fell for 35 days in a continuous downpour.

The flood was described as the worst catastrophe to hit the island since a hurricane in 1928. Civil Air Patrol units, along with the American Red Cross and Civil Defense personnel, met the challenge head on and were responsible for much of the rescue work accomplished during the crises.

Not content with his rescue actions, Cadet Batista later that night supervised the feeding of 88 children and 200 adults at the rescue center left homeless as a result of the flooding. Working continuously with little or no rest from Oct. 7 through 12, he collapsed from overwork and was hospitalized.

Another Civil Air Patrol rescue team from the Rio Piedras High School Cadet Squadron (Republica de Columbia) worked around the clock for five days and performed most of the rescue work and relief operations in the Bayamon, Catano, Rio Piedras, Puerto Nuevo, Comerio and Patillas areas.

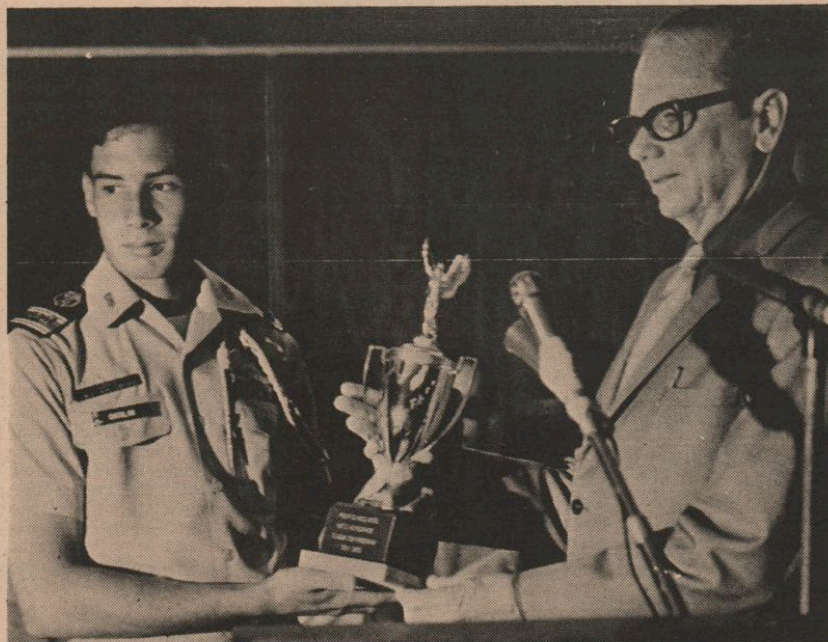
The team, under the command of C/1st. Lts. Ricardo Guerrero and Rafael Ortiz, was credited with saving the lives of many people and livestock.

The team also was credited with saving the life of a 50-year-old woman who had earlier suffered a heart attack when they carried her 50 yards through waist-deep waters to the safety of the Catano Dispensary. She was then sent by ambulance to the district hospital.

While engaged in the rescue operations, the Piedras Cadet Squadron team encountered much difficulty from elderly residents in the flood ravaged areas who were reluctant to leave their homes despite the impending peril.

At times, these people left rescue almost too late had to be evacuated to safety by cadets through neck-high waters.

After the floods were brought under control, Civil Air Patrol teams stayed behind to begin mopping up operations and won much praise and thanks from local officials for living up to the highest tradition in Civil Air Patrol.



EDUCATION AWARD PRESENTED—The Southeast Region's 1970 Aerospace Trophy is presented to Cadet Lorenzo, Catalan (left) of the Puerto Rico Wing. The award was presented

recently at a meeting by Dr. Ramon Mellado, Puerto Rico's Secretary of Education. Cadet Catalan accepted the trophy on behalf of the cadets in the wing.

N.C. Wing SAR Test Successful

ASHEVILLE, N.C.—A simulated search and rescue operations launched by the Asheville Squadron were successfully concluded despite high winds, low clouds and snow showers prevailing over the search area.

Object of the search was a Cessna 182 airplane reported overdue on a flight over the Great Smokey Mountains from Sevierville, Tenn., to Hendersonville, N.C.

As the weather in the target area precluded an air search, 1st. Lt. R. E. Himberger, mission coordinator, sent ground crews into the area as the possible crash site from clues given in the assigned problem.

Further clues found by the search teams led to the discovery of the wreckage in Turkey Cove on the north side of Crabtree Bald in the edge of the Smokies.

The find was made by Maj. Mark L. Watkins, 2nd Lt. Ronald C. Wallen of the Asheville Squadron and Cadet Chuck Henry of the Haywood County Squadron.

Personnel from Hendersonville, Haywood County Squadrons and Group IV Headquarters participated in the ground search operations.

Lt. Col. Foy Reese, Group IV commander, in pronouncing the mission a complete success, stated this type of operation further demonstrated that CAP personnel still can accomplish their mission when search planes are grounded.

Filing Incorrect Information Causes CAP Headquarters Concern

MAXWELL AFB, Ala.—"Cadets have not been using the proper serial numbers when submitting examinations, achievement contracts or other correspondence to National Headquarters and the result is serious confusion," said Lt. Col. Donald R. Hayes, USAF, cadet program director at CAP-USA Headquarters.

He explained while the computer is a time saver and a useful management tool it can only record what is fed into its memory banks. Problems arise when the computer tries to locate or identify cadets by unit charter number, serial number and name with incorrect information that has been sent to this headquarters.

The correct serial number can be found on the cadet's membership card and the computer has the capability to use either a headquarters-assigned serial number or in some cases an individual's social

security number.

Some cadets want to change their serial numbers to be the same as their social security numbers, said Colonel Hayes and acknowledges this allowable if the cadet takes appropriate steps to change the number. But in many cases the individual uses an improper serial number and the computer cannot trace him.

"The only valid serial number and the number by which cadets

can be identified is on their membership card," Colonel Hayes said. If a cadet has recently requested a change in serial number it is advisable to reflect both the old and the new serial number for at least 90 days on any correspondence with headquarters, officials stated.

Commanders and unit testing officers are encouraged to verify all serial numbers on contracts submitted, examinations, etc., with the Cadet membership card and the monthly membership listing provided to each unit. If there is a conflict between these two numbers, individuals have been requested to notify CAP's National Headquarters so that appropriate action can be taken.

Oregon Seeks Missing Plane In SAR Test

PORTLAND, Ore.—Oregon Wing search and rescue teams for the first time used a former mission for a missing plane as the basis for grading its annual search and rescue exercise. The missing plane went down last December somewhere between Eugene and Medford, an extremely densely wooded area of Oregon.

Members of 32 CAP squadrons from the Oregon Wing met in Rosenberg recently under wing commander, Col. O. A. Donaldson, in an effort to find the mission plane as a seven-man Air Force team graded the exercise.

More than 100 cadets and senior members were involved in the exercise including 11 airplanes, 7 ground vehicles and 3 radio stations. Although all the clues were closely investigated the airplane was not found.

Georgia Excels in Civil Defense Test

DOBBINS AFB, Ga.—Georgia Wing recently held a Civil Defense exercise and all squadrons were alerted by radio or landline immediately after the alert was called.

Some 19 CAP and privately-owned airplanes, 26 air crews, 62 senior members and 30 cadets were involved in the exercise which was judged

excellent by Civil Defense observers at the scene.

Capt. Ben C. Harris, the wing's Civil Defense coordinator, triggered the test and mission headquarters was set up at Dobbs and operations at McCollum Airport, 12 miles away.

Problems arising from a simulated nuclear attack were

handled skillfully by CAP radiological teams, officials reported.

Maj. Robert N. Logan, of the Lockheed-Marietta Squadron and mission commander, praised various units and personnel involved in the missions saying it was the finest demonstration of skill he had seen demonstrated in this type of exercise.

CAP Member Earns Medal From AFA

WASHINGTON, D.C.—Lt. Col. Richard Palen, a member of the Minnesota Wing staff, was recently presented the Air Force Association Medal of Merit at the AFA National Convention here.

Colonel Palen has served in Civil Air Patrol since 1941. He was given the award for distinguished service to aerospace power in furthering the development of the Air Force Association.





NATIONAL COMMANDER'S CITATION—Lt. Col. George A. Field (right), of the New York wing, receives the National Commander's Citation Senior Member Award for his accomplishments in the wing. Brig. Gen. Richard N. Ellis, USAF, CAP's national commander, presented the award at a recent ceremony at which he congratulated the CAP officer on his achievements. (Photo Courtesy of Maj. Sid Birns, CAP, New York Wing Photographer)

Oregon Wing Mourns Colonel Angle's Death

PORTLAND, Ore.—Lt. Col. Hugh L. Angle, one of the founders of Civil Air Patrol in the Portland area in December 1941, died here Oct. 22.

In the 29 years he had been a member of Civil Air Patrol, he had served in a number of staff positions in the Oregon Wing, the last being that of information officer. He was appointed wing commander in 1957.

In 1943, he volunteered and served as civilian flight instructor for the Army Air Corps at Tulare, Calif. After World War

II, he returned to Portland and became commander of Portland Squadron No. 1, one of the oldest squadrons in continuous existence in CAP.

During his long service, he gave more than 1,000 orientation rides to cadets and flew many search and rescue missions and scores of practice missions in his own and CAP aircraft.

He was a master jeweler in civilian life, having retired in January 1970. Survivors include his widow, a sister, four children, and a grandchild.



LET'S STICK TOGETHER might well be the motto of Civil Air Patrol and the Christmas Seal Campaign in Hawaii. The 50th state's 1970 campaign chairman, Ramona Kaanohi Kula Dudoit, displays the slogan with which Hawaii Wing Commander Col. Eugene A. Kerwin concurs.

Cadets Rescue Scouts

RANDOLPH, N.H.—Cadets of the Sudbury (Mass.) Cadet Sq. recently received some unscheduled training as a weekend training mission turned into a rescue mission.

The cadets had camped on the slopes of Mt. Crescent near here and travelled up the path to Peboamauk Cascade. A girl scout troop was also on a weekend outing in the same area.

As the girls started down the slope of the gulch, the rocks and shale on a ledge they were crossing began to give way causing a small avalanche below.

Quick action by the cadets, under the supervision of Emergency Services Director Kenneth Pendleton of Hudson, Mass., brought the girls to safety without any injury.



DECORATED—Lt. Col. William H. Cahill (right) of the Louisiana Wing is congratulated by Lt. Gen. David Wade, Louisiana's adjutant general, on receiving Civil Air Patrol's Gill Robb Wilson Award. Cahill, Louisiana Wing's deputy commander, earned the award after winning the Phase IV Leadership medal with a silver star and the Aerospace ribbon with a bronze star. (CAP Photo Courtesy of the Louisiana Wing)

Congressman Inspects Group

LAKE GEORGE, N.Y.—Rep. Carlton J. King, R-N.Y., a ranking member of the House Armed Services Committee, took time out recently to inspect facilities of Civil Air Patrol's Tri-Counties Group at the Warren County Airport here.

The Saratoga Springs lawmaker, re-elected in November to his sixth term in the House of Representatives, had high praise for the unit, one of the most active in upstate New York in air search and rescue and in other emergency service activities.

Rep. King also was flown over the area for a first hand look at pollution and the

environmental situation in the area.

Navy Accepts Cadet Thomas

ASHLAND, Ore.—Cadet Kip Thomas of the Ashland Squadron has been accepted for the Navy Flight Training program with the initial rank of ensign.

A junior at Southern Oregon College, Thomas was formally inducted into the Navy Flight Training Program at Seattle, Wash. After receiving his bachelor of science degree in 1972, Thomas will report to Pensacola, Florida to begin his pilot's training.

Since its activation in 1965, the Tri-Counties Group has participated in 20 REDCAPS, flew massive mercy missions in the wake of a blizzard last year, and assisted the National Transportation Safety Board in an investigation of a Mohawk Airline crash near Glen Falls, N.Y.

The unit's medical officer, Dr. Philip Snell, is credited with formulating a blood airlift shuttle program for the Red Cross. The highly-successful operation flew emergency blood airlift missions on six occasions in 1970.



AWARD WINNERS—Rep. Joe D. Waggoner Jr., Dem.-La., presents Amelia Earhart Award in a recent ceremony at Barksdale AFB, La., to three cadets of the First Aerospace Cadet Sq. Receiving the awards are, from left: C/Capt.

Willis Stringer, rescue team commander; S/Maj. John H. Winner IV, deputy cadet commander; and C/Lt. Col. Angeliq Clement, cadet commander.

1970—Year of Change for CAP Corporation

MAXWELL AFB, Ala.—Change, expansion and involvement in many new areas of national interest were among the events that shaped Civil Air Patrol's outlook during 1970. Some of the news items which affected members of the organization follow:

Feb. 4

More than a dozen high-ranking Air Force and Civil Air Patrol officials participated in the fourth annual meeting of the CAP Advisory Panel in Washington, D.C. Its purpose is to advise the secretary of the Air Force on CAP policy.

June 1-7

Civil Air Patrol volunteers

participated in 12 different emergency service missions during one week with six wings being credited by ARRS with locating search objectives. It was one of the busiest periods of the year in the area of emergency services.

June 22 - Sept. 7

Six hundred thirty-seven specially-selected cadets participated in 10 different special summer seminars and courses, conducted by Air Force personnel at 14 different Air Force installations. During same period, more than 5,000 other CAP cadets participated in week-long encampments at 36 Air Force and other military installations throughout the United States.

July 2

Civil Air Patrol and Federal Aviation Administration signed a "Memorandum of Understanding," published by FAA in Advisory Circular 00-32, recommending certain concepts be incorporated in plans for the State and Regional Defense Airlift Program. The document outlines and defines the part CAP would play in emergency airlift should the United States ever come under enemy attack.

July 20 - Aug. 14

More than 200 top-rated CAP cadets participated in the annual International Air Cadet Exchange with the Air Force supporting this activity. The 1970 Exchange involved 26 foreign countries.

Aug. 1

CAP began a campaign in support of efforts to secure the release and/or humane treatment

of American prisoners of war, publishing articles about the subject in the August and succeeding issues of the Civil Air Patrol News. During the same month, Headquarters CAP-USA F personnel distributed thousands of automobile bumper stickers in support of the campaign.

Aug. 22

Gen. John Paul McConnell, (USAF Ret.), former Air Force chief of staff, accepted an appointment as executive consultant to Civil Air Patrol.

Sept. 1

The Office of Civil Defense published a document, known officially as part E, Chapter 14, Appendix 2, with Annexes, of the Civil Defense Guide, dated September 70. Intended for local CD agencies it outlines and defines the role CAP would play in civil defense activities in case enemy attack upon this country. This document and the "Memorandum of Understanding" signed by FAA and CAP in July clearly describe for the time the part CAP would be expected to play in a national emergency.

Oct. 9

Dr. Robert C. Seamans Jr., secretary of the Air Force, visited Headquarters, CAP-USA F, at Maxwell AFB, Ala. for a briefing on CAP's nationwide activities.

Oct. 10

Dr. Robert C. Seamans Jr., Secretary of the Air Force, was the principal speaker in Washington, D.C., at the banquet which closed the annual meeting of CAP's National Board.

General duPont Sets Pace For Civil Air Patrol Pilots

MAXWELL AFB, Ala.—Leading by example is a way of life for Brig. Gen. Samuel H. du Pont Jr., CAP, national board chairman, who recently set the pace for Civil Air Patrol pilots by passing his FAA flight check.

FAA Contracts For New ILS Remote Monitors

WASHINGTON, D.C.—The Federal Aviation Administration has awarded a \$205,503 contract to the Electronics and Manufacturing Corporation of Alexandria, Va., for remote monitor receivers for instrument landing systems (ILS).

The receivers electronically monitor ILS signals and alert operational personnel to any loss of signal in the transmitting elements. They will provide a complete "go/no-go" status on ILS installations and eliminate the costly use of ground telephone lines to transmit ILS monitoring equipment information to the control tower or other remote monitoring location.

The initial contracts call for 101 monitor-receivers which are slated for installation at ILS sites serving low and medium activity airports.

Father, Daughter Win Promotions

SELFREDGE AFB, Mich.—Cadet/Sgt. Claire Cencich, 14-year-old cadet member of CAP's Macomb Cadet Squadron and her father, SMSgt. J. R. Cencich, had something to celebrate recently. They were both promoted the same month to their present grade—she in Civil Air Patrol—he in the Air Force.

Sergeant Cencich Sr. is the liaison officer for the Michigan Wing. Named honor cadet for September, Cadet Cencich has been a member of Civil Air Patrol since November 1969.

General du Pont received the following statement of competency from Argil L. Axford, chief, operating unit, General Aviation District Office at the Municipal Airport, Kan.:

"This is to certify that Smuel Hallock du Pont, Jr., P.O. Box 48-1367, Miami, Fla. 33148, holder of Airline Transport Pilot Certificate No. 1314571, has on this date satisfactorily demonstrated his ability to pilot Lear 25 aircraft in instrument flight in accordance with Federal Aviation Regulation 135.131.

"The following instrument approach procedures considered likely to be used were satisfactorily demonstrated to the IFR minimums as prescribed in FAR Part 97: VOR, ILS, ADF and Localizer (BC).

Scholarships And Grants Announced

Cadets and senior members who qualify should begin now their preparations to apply for 1971 scholarships and grants. Everyone is reminded that the DEADLINE for receipt of applications in National Headquarters is April 1, 1971.

Of the total 61 scholarships and grants offered for 1971, there will be 12 four-year scholarships available to new applicants, eight one-year undergraduate grants, four advanced undergraduate grants, two graduate grants, and five technical-vocational grants.

Presently in force are 30 scholarships which will be available only to holders who continue their eligibility for the scholarships. If any of the holders do not continue their eligibility, the scholarships thus surrendered will be available to new applicants.

Application procedures essentially are the same as last year.

"He is qualified to serve as pilot-in-command in small aircraft operated under the terms of Air Taxi/Commercial Operator Certificate No. 550-155 held by DuJet Inc."

Electronic Gear Listed

(Continued from Page 1)

capabilities and prices.

Emergency Beacon Corporation Model EBC-102A is a 100MW transmitter with a forward-operating impact switch.

The Micro Electronics LIFE PAK offers 225 MW output, stainless steel case, and an omni-directional impact switch.

Emergency Beacon Corporation's Model EBC 302 has a computerized impact switch that discriminates between an actual crash and an inadvertent jar. It also has a power output of 300 MW.

All three beacons come with mounting brackets and can be activated manually. They also meet all present specifications of FAA, FCC, and the states of Alaska, California and Washington.

Two types of VHF receivers will be available. Both the Emergency Beacon Corporation's DF-88 and Micro Electronics' VH-12 present visual homing information on signals received on the aircraft VHF communications receiver. They both use a panel-mounted VOR type needle-indicators.

A pilot follows the needle to home in on a VHF signal. To-from discrimination is automatic so that he never flies away from the signal source. These direction finders do not interfere with normal communications. They come with all installation hardware and instructions.

Bookstore prices and technical specifications will be sent to CAP wing commanders in the near future.

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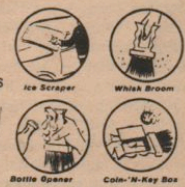
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Air Defense: Our Weakest Link?

In the December issue of Air Force/Space Digest, senior editor John L. Frisbee has an in-depth article on our diminishing aerospace defense forces. Portions of that article - and two charts - are reprinted here.

It may seem a bit strange to begin a discussion of air defense by talking about deterrence. If so, that's only because so many people have forgotten during the last few years, that deterrence is - or should be - a product of both offensive and defensive forces. To oversimplify the matter, a 100 percent effective defense would deter attack on this country, at the very least. Also, a 100 percent effective offensive ability would deter attack on the U.S., and probably on our allies as well. Since neither perfect offensive nor defensive forces are attainable, deterrence has to be found through an interaction of offensive and defensive capabilities.

That statement was both valid and credible during the 1950s. But during the 1960s, it lost some of its validity and most of its credibility. In the last three years, the statement has regained a good bit of validity, but considerably less credibility.

Five years ago, if one chose to look not far into the technological future, deterrence could be based safely on assured destruction guaranteed by the invulnerability of U.S. land and sea-based missiles. At that time, the USSR had neither enough missiles, nor enough accuracy in its missiles, nor good enough anti-submarine warfare techniques to threaten US missiles in their silos or at sea.

The Strategic Balance Shifts

Today, the situation is drastically different. The Soviet Union, not the US, holds a numerical advantage in land-based missiles, including some 300 SS-9s, each of which is - or can be made - capable of delivering three five-megaton warheads against one or more of the 1,054 US missile sites. Soviet construction of both hunter-killer and missile-launching submarines exceeds our own by a wide margin. The Soviets are known to be emphasizing antisubmarine warfare, apparently with some success. Their recently discussed antisatellite capability could be used to destroy the navigation satellites that are used to calculate launch positions for Polaris submarines, with the precision that is necessary in order to hit a target 2,000 miles away. And the USSR has built a limited antiballistic missile defense system, in advance of our own Safeguard ABM, which is now in the early stage of its deployment.

When all of this is added up, it seems clear that deterrence is too important to be left solely to the missiles. That is why the "triad" of manned bombers, land-based missiles, and sea-based missiles has become increasingly important to US national security. Somewhat

Civil Air Patrol Members should read the entire article because it offers the most comprehensive, well-documented analysis we've seen on this subject.—EDITOR

ironically, technology - which was thought to have outmoded the bomber at the dawn of the missile age - in fact has made it more important, as technological advances reduced the earlier invulnerability of missiles.

Bomber Forces Compared

When the USSR's medium bombers are added to its heavy bomber force, the numerical balance between US and Soviet bomber strength looks considerably different, as shown in Columns 1 and 4 of Table I. Opposed by the shrinking and obsolescing US and Canadian air defense forces, Soviet bombers probably could deliver from 1,000 to 1,200 nuclear warheads on U.S. targets without recycling the force. Soviet bombers could be used in a variety of attack

patterns: for suppression of US missile and bomber defenses, to attack missile sites, as a mop-up force, or against urban areas with resulting US casualties running into the millions.

Russia's Rampant Air Defenses

The real Soviet counterbalance, however, is not so much its medium bomber force as it is the Russian air defense system. The Soviets have not reduced their air defense forces as the US bomber fleet decreased in size. While maintaining its quantitative standing, the Soviet force has been greatly improved in quality. This has been done through the introduction of very advanced interceptor aircraft like the MIG-23 Foxbat - a Mach

3, all-weather interceptor - an airborne warning and control aircraft similar to, but perhaps less sophisticated than, the AWACS we hope to have by the late 1970s; the long-range, surface-to-air missile system, known as Tallin, which may also have some ABM capability; and many advanced radars.

Conversely, as the Soviet bomber force remained quantitatively level while improving in quality, US air defenses have declined dramatically, especially since 1966, as shown in Table II. A comparison of US and Soviet offensive and defensive strategic airpower as of mid-1970 is shown in Columns 2 and 3 of Table I.

To make a bleak picture even bleaker, the USSR is known to have developed a swinging supersonic bomber that is now in prototype. (See CAP News, Dec., '70) Their TU-144 supersonic transport, now flying, could provide the basis for a bomber of longer range than the swinging.

Modernization: Little And Late

The drastic cuts in US air defenses that have taken place during the past five years were made in anticipation of force modernization. Modernization either has not come at all, or is progressing at a snail's pace. This is due in part to the demands of the Vietnam War, followed by across-the-board reductions in the defense budget as US withdrawal from Southeast Asia progresses.

Modernization plans of the late 1960s called for replacing an obsolescent, vulnerable, and expensive ground-based system for controlling the air battle with an Airborne Warning and Control System (AWACS) (see AF/SD, June 1970). AWACS will have the advantage of high survivability while airborne, it will extend the defense perimeter from 500 to 800 miles beyond the present limits set by ground-based radars, and it will provide effective look-down radar for locating and tracking low-flying penetrators.

Table I
COMPARISON OF US-USSR BOMBER AND AIR DEFENSE FORCES

(Strength figures from *The Military Balance 1970-1971*,
The Institute for Strategic Studies, London)

Col. 1 Soviet Bombers	Col. 2 US Aerospace Defense	Col. 3 Soviet Aerospace Defense	Col. 4 US Bombers
Heavies	Personnel	Personnel	Heavies
Bison 90	57,000 Air Force	500,000	B-52 C-F 250
Bear 100	28,000 Army		B-52 H, G 255
Mediums	Interceptors *	Interceptors	Mediums
TU-16 550	250 Aircraft Reg. AF	3,300 aircraft plus 1,400	FB-111 35
TU-22 (supersonic) 175	Squadrons	to 1,500 in Warsaw Pact	Total 540
Navy TU-16 300	300 ANG aircraft*	air forces	
1,215*			
Minus Tankers 300	* Only a small number of		
Total 915	ANG interceptors are on		
	alert, available immediately in case of surprise		
	attack.		
* An estimated 300 of the	Surface-to-Air Missiles	Surface-to-Air Missiles	
bombers have been converted to tankers.	1,000	8,000 to 10,000	
	AWACS	AWACS	
	1976 (?)	Operational	

Table II
DECLINE OF USAF AIR DEFENSE FORCES, 1961-1970

	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
Regular AF Interceptor Squadrons	43	41	40	40	38	33	28	24	19	14*
Air National Guard Interceptor Squadrons	25	25	25	21	21	21	21	21	19	17**
Bomarc Surface-to-Air Missiles	168	224	300	300	188	184	170	163	155	140
Warning and Control Systems										
Search Radars	151	153	138	137	118	117	112	97	86	83
Gap Fillers	76	92	82	81	88	88	17	17	14	0
DEW Line Sites	57	57	38	39	33	33	33	33	33	33
Picket Ships	10	10	10	10	10	0	0	0	0	0
Texas Towers	3	2	0	0	0	0	0	0	0	0
AEW&C Squadrons	7	7	7	7	7	7	7	7	7	4
SAGE Centers	21	27	27	20	18	15	13	10	8	6
Personnel (in thousands)										
Military	102.9	101.7	103.3	96.9	91.1	83.4	80.9	71.7	63.9	48.1
Civilian	10.8	11.2	11.2	11.2	10.3	11.5	13.6	15.1	12.4	9.4

* One additional squadron of F-102s is based in Iceland, under command of CINCLANT
** Includes one training squadron

Reductions in US air defense forces have not been offset by the kind of modernization that was planned several years ago. The net result is a declining level of US air defense, contrasted with the increasing air defense capability of the USSR. At the same time, the US bomber force has been cut to a quarter of its peak size, while the Soviet bomber force has remained at least level in size and quality.